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BMW E9X M3  
Front Kit  
#78511 shown





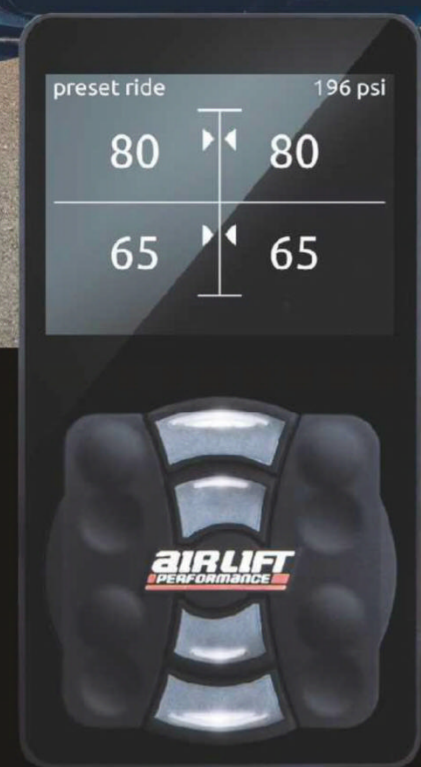
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# ED START

Issue 414 November 2019

## PASSION FRUIT

By the time you read these words, Midge and I will know who has been crowned champion of the Ed to Ed Build Off. I'm currently 2-1 up in the series but that could all change at TRAX, as the public will be voting on their favourite build. I mean, it's rather like choosing between piles or genital warts – the Sirion and Alto aren't exactly at the forefront of UK car culture but there can only be one winner. And I use the word winner loosely.

Weirdly though, it's been one of the most challenging 'builds' I've ever done, not because parts were thin on the ground but because modifying a car that you've got no real passion for was super tough.

This was something that didn't even cross my mind before we embarked on the series, and why would it? Modifying a car you don't care for is a completely foreign concept; you just wouldn't do it in normal circumstances. But this has highlighted the fact that building wicked cars, isn't just down to the time, money or parts. Above all else, the most critical factor is the passion for the build. The Ed to Ed Build Off has given me a gentle reminder that you cannot fake it and knowing this has made every car featured in this issue that little bit more special, and for that I'm grateful.

Anyway, that's enough deep and meaningful bollocks for one month. Let's hope I bring the victory home for Fast Car, as I've got a great forfeit lined up for the little one. All will be revealed next month...

Big Love,  
Slim Jules

*Jules*

**Feature Of The Month:** It's not often a car stops me in my tracks but this month's cover car did exactly that when I first saw it at Players Classic back in June. Since then, owner Jake has been busy getting the car roadworthy and as soon as it was finished, we were there with our cameras. This PS really is as good as the pictures suggest, if not better.



Next Issue on sale 08 • 11 • 2019



**SLIM JULES**  
EDITOR

*"My biggest passion outside of cars? No, it's not food, that's third! I'd say sport. Motorsport."*



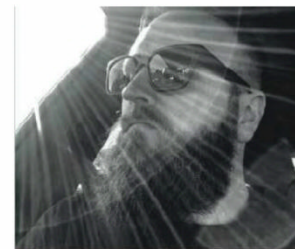
**MIDGE**  
CONTRIBUTING  
EDITOR

*"It's gotta be my collection of trainers. Anyone selling a pair of Vivienne Westwood X Vans?"*



**INITIAL G**  
ART EDITOR

*"No, but I've got a pair of Hi-Tec Silver Shadows you can have for fifty quid? Only worn twice."*



**GLEND A**  
WEBSITE EDITOR

*"My collection of kicks is bigger than yours. I haven't got as many but they're twice the size."*



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• Gloss Gunmetal



• Gloss Black



• Matt Black



• Matt Bronze

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# UP FRONT



**“What I do have are a very particular set of skills...”**

**Porsche's new Taycan provides endless** opportunities to reel off spurious Taken movie quotes in a questionable Liam Neeson accent, but this is in fact a deadly serious car. Because what you're looking at here is the very future of Porsche itself – and, in a broader sense, the future of all fast cars. Now, Porsche's performance credentials are unimpeachable, the company's been making beautifully focused sports cars for far longer than any of us care to remember, and yet it's also undeniably true that the company today exists as a volume SUV manufacturer which also happens to knock out sports cars on the side; the Macan is the Porsche cash cow, with the Cayenne shifting serious units too. And with the news that the Macan will soon be swapping to full-electric, the arrival of the Taycan makes a whole lot of sense. This is Porsche's next generation sports car, and it heralds an exciting future for the brand.

Of course, we have to address the issue of those bonkers 'Turbo' badges. At launch, the Taycan will be available in Turbo and Turbo S spec, but this isn't an implication that they've somehow managed to shoehorn a turbocharger onto an electric motor – they're actually using these badges simply as spec levels, and that's not as mad as it sounds; the 911 Turbo, for example, has always been a range-topper, and still continues to be even though every model in the range is turbocharged these days.

Some details on the Taycan, then. Both the Turbo and Turbo S enjoy a combined 625bhp

from their front- and rear-mounted electric motors, with the latter also getting a different front inverter providing a sort of 'overboost' mode for 761bhp. Instead of the usual single-speed transmission it has a two-speed setup, the low first meaning that the setup can be lighter, and thus less prone to overheating, meaning you can kick out your ludicrous 0-100mph runs over and over without anything catching fire. The chassis benefits from adaptive damping and air suspension, plus adaptive anti-roll bars and a clever LSD along with carbon brake discs and 10-pot calipers. The fact that the electrics run on an 800v system means the wiring can be lighter and thinner, so you don't get those mental orange cables everywhere, and

the system has been engineered to go from 5% to 80% charge in 15 minutes. The infrastructure to support this doesn't technically exist yet, but it will soon...

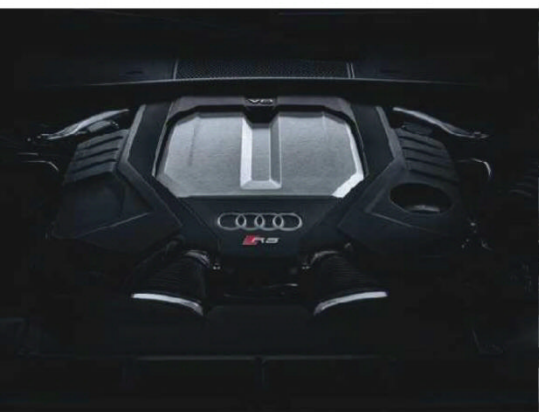
The top-spec versions are launching first, so there'll be lesser variants available before long (the Turbo retails at £116k; the Turbo S at £139k), and naturally it'll spawn an SUV next year in the form of the Cross Turismo. And what we're looking at here, in essence, is the future. Not just of Porsche, or of sports cars, but of cars in general. This is an important machine. So the internal combustion engine had better look out: the Taycan will find you, and it will kill you. (Imagine that in Liam Neeson's voice.)





# IKEA EXPRESS GOBBLES EVEN MORE STERIODS

**Super-fast estate cars are all the go these** days, as you'll no doubt have noticed, and Audi is the undisputed champion of the genre. After all, thanks to the old-school RS2, this whole thing is basically their fault. So it's probably little surprise that the new RS6 is an absolute mentalist; RS6s have always been ludicrously unhinged, but the newly-announced version is genuinely terrifying – we're looking at a mild-hybrid 4.0-litre twin-turbo V8 serving up the thick end of 600bhp, which is enough to hustle it from 0-62mph in 3.6-seconds. Which is plenty fast enough for a car that's sufficiently large enough to feasibly live inside. Indeed, it'll smash through 124mph in under 12-seconds, and it's smart too – it's got aluminium subframes and a five-linked rear, RS air suspension, and brakes big enough to actually slow the whole planet down a little bit. That run home from Ikea with your new wardrobe can be smashed out in record time.



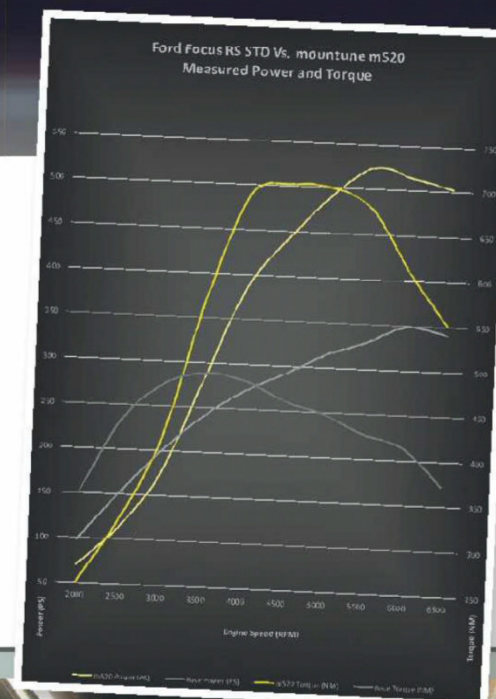


## MOUNTUNE'S FOCUS RS UPGRADES MAKE IT MORE POWERFUL THAN A GALLARDO



**OK, the Gallardo isn't a current-model** Lamborghini, but we tried the headline with 'mountune's Focus RS upgrades make it 86% as powerful as a Huracan' and it didn't really scan. But yes, the relentless Ford fettlers over at mountune have been finding yet more ways to make the awesome Mk3 Focus RS even more awesome, and the latest developments to be distilled in the lab by those mad scientists are the m450 and m520 packages, the numerals in those product names denoting the bhp figures

achievable. m450 replaces the stock turbo with a mountune-configured BorgWarner EFR-6758 unit, along with a V-band high-flow sport cat and downpipe, 5-ply compressor outlet/inlet silicone elbow and stainless hose clamps. m520 builds on all this with the addition of a BorgWarner EFR-7163 turbo, upgraded fuelling, uprated cams and valvetrain and custom mapping – taking your stock Focus RS to 520bhp in one fell swoop. Which is hilarious fun, obviously.



## LAMBORGHINI ATTEMPTS TO MAKE A PRIUS, AND BRILLIANTLY FAILS

**Filthy-rich playboys rejoice:** Lamborghini is building yet another limited-run special edition for wealthy collectors to lock away and never use! But don't let the cynicism put you off enjoying this car, because it's actually a very important model for Lamborghini. This brand has always kept its engines naturally-aspirated, when even Ferrari is bolting turbos to its mainstream motors, and Lambo's method for keeping its brawny V12s nat-asp is to go hybrid. Don't go thinking this means they've gone soft, though – the electric motor only delivers an extra 33bhp, which is a tiny percentage of the Sián's headline 808bhp... but what it does mean is that more power is usable more of the time. The system uses a supercapacitor rather than lithium-ion batteries, which is quicker to charge and discharge as well as being usefully lighter; the Sián's regenerative



braking system fully recharges the 48-volt motor every time you brake, giving an immediate torque boost in the gulf between gearshifts to aid acceleration. ...and if that's all a bit complex, just look at it. It's a really good-looking car, and it's got a sodding great nat-asp V12 in the middle. And it's a hybrid, so you won't get roughed up by Greenpeace when you cruise through Knightsbridge (probably).





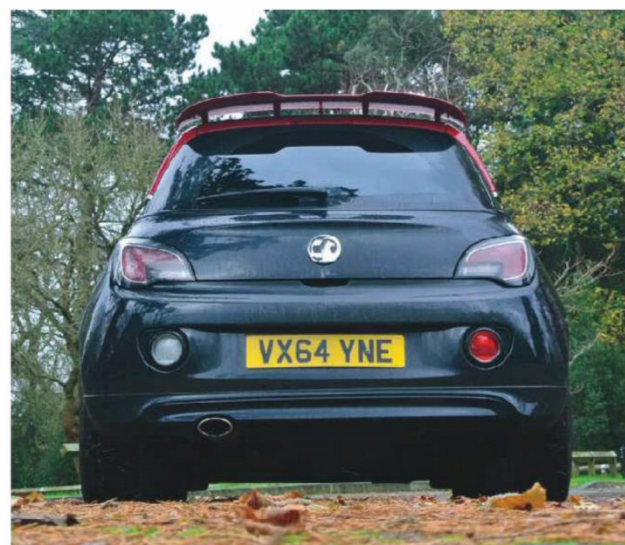


## Appreciating Depreciation **Vauxhall Adam S** New: £16,995 Now: £7,000

**Depreciation often happens most noticeably** with cars that didn't sell in particularly great numbers, and that's very true of the hot – or warm, at least – variant of Vauxhall's Adam. Launched in 2013 as the Adam Grand Slam, and still on sale until recently as the Adam S (although Vauxhall have slimmed down the range since no-one was buying this one, so now you can only get a new Adam in 68bhp 1.2 flavour), the top-of-the-range sporty version was a bit of a headcase. Vauxhall saw fit to stuff in a turbocharged 1.4-litre motor and crank it up to 150bhp, giving it the full VXR treatment with a pumped-up bodykit and 18-inch rims which, given the tiny roller-skate dimensions of the car, made it look properly Hot Wheels. It received uprated springs and dampers and Corsa VXR brakes too, and it's

a surprisingly fun thing to hustle – although if you're planning on carrying rear passengers then you'd better make sure you know them really well, as you'll effectively be giving them a piggyback. This is a whole lot of car for the

money though, generally selling for less than 50% of the new sticker price while still being only a few years old. See if you can track down one with the optional Recaro seats – they're awesome, and were a £1,040 option!



**Top 5 mods:** Courtenay Sport remap, Airtec intercooler, K&N panel filter, custom Powerflow exhaust, Stance+ Ultra coilovers



47,9 %  
LIGHTER



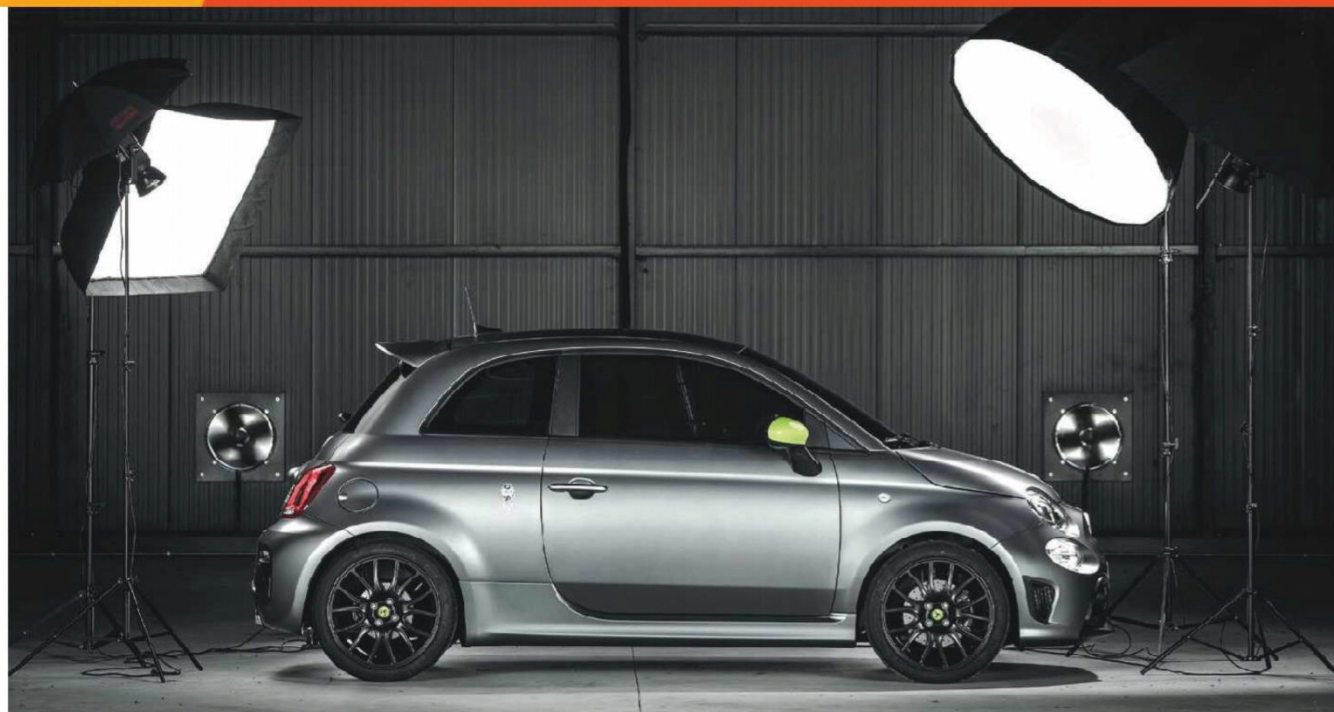
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Exhaust system for **BMW M2 Competition (F87N)** / Slip-On Line (Titanium)

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## YET ANOTHER FIAT 500 SPECIAL-EDITION DELIVERS A PISTA THE ACTION

➔ **The Fiat 500 is a modern success story, there's no denying that.** It's been around forever, or so it seems, and people keep buying 'em so Fiat keeps churning 'em out. There have been more special editions over the years than we can count (our favourite probably being the crazy Abarth 695 Biposto, with its dog-ring gearbox, stripped out interior and bucket seats), and – surprise, surprise – there's a new one. It's actually a pretty compelling package, going by the name of Abarth 595 Pista – neatly stealing a bit of kudos from Ferrari's use of the Pista nameplate. It's got a funky new Garrett turbo that winds it up to 165bhp, along with a 'Record Monza' active exhaust (the valves controlled by the Sport button) and Koni's clever

Frequency Selective dampers. Not a bad package for £19,135, and obviously Fiat are eager to throw all sorts of finance deals at you.



## WHAT'S ON NOVEMBER 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
						Regent Street Motor Show-Regent Street, London
Ultimate Stance-3 Telford International Arena	Goodwood Breakfast Club-4 '80s Sunday-Goodwood Motor Circuit	5	6	7	8	9
	November-London-to-Brighton Veteran Car Run	SEMA Las Vegas	SEMA Las Vegas	SEMA Las Vegas	November-Classic Motor Show-Birmingham NEC	November-Britear Into the Night races-Brands Hatch
10	11	12	13	14	15	16
Simply Smart-Beaulieu						PassionFord meet-Ace Café
17	18	19	20	21	22	23
Stage Rally & Fireworks-Cadwell Park			Jules' Dog's Birthday			'Cars: Accelerating into the Modern World-V&A Museum, London
24	25	26	27	28	29	30
		VAG Night-Ace Café				



## THE ANGRY MAN

**What's the most annoying thing on the roads today?**

People who don't indicate, or swerve about the place because they're dicking about on their phones, or drive at a constant 40mph regardless of whether they're in a 30 or a 60 zone? No, as bloody annoying as those people are, it's a non-human element that's ruining driving today: potholes.

Yeah, alright, it's a bit clichéd to be having a rant about potholes, and we've done it in the mag before, but just because people are always banging on about the issue doesn't make it any less of a problem, does it? We've got some of the shittiest roads in the developed world, and there's never going to be anything done about it because there's no government spending or local council budgets dedicated to anything these days, as everything's been on pause for three years thanks to the 'B' word.

Go to France or Germany or Austria and you'll find some of the most beautiful, glassy-smooth roads you've ever seen. In fact, in France they throw such a huge budget at road maintenance that even the most obscure little country lanes get resurfaced every few years. Not every country with money gets it, of course – China is brilliant at making smooth new highways, but really shit at creating drainage so you can't actually use them in the rain... which, in some parts of China, is most of the time. But still. At least they can go for a carefree drive without constantly clenching at the thought of buckling a rim or snapping a spring after unexpectedly tumbling into a hole in the ground that could house a family of badgers.

We pay a shitload of road tax. But does that get spent on roads? Does it bollocks. Every council in the country has a pothole hotline, but how much time do they spend fixing potholes? Pretty close to bugger all. There's one road near me with so many potholes that people are complaining about it all the time, and what do the council do? They turn up with a bit of tarmac and fill in ONLY THE POTHOLES THAT PEOPLE COMPLAINED ABOUT. There's loads of other holes in the same road, but they leave them be because people haven't complained specifically about those exact ones. It's a bloody shambles.





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# Lucky 13

When Jake Saville started looking for a PS13, he didn't expect to find himself buying what is arguably the most iconic and desirable JDM tuner example ever built. But here it is, hot to trot and rocking the UK show scene...

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Words: **Dan Bevis** Photography: **Dan Pullen**

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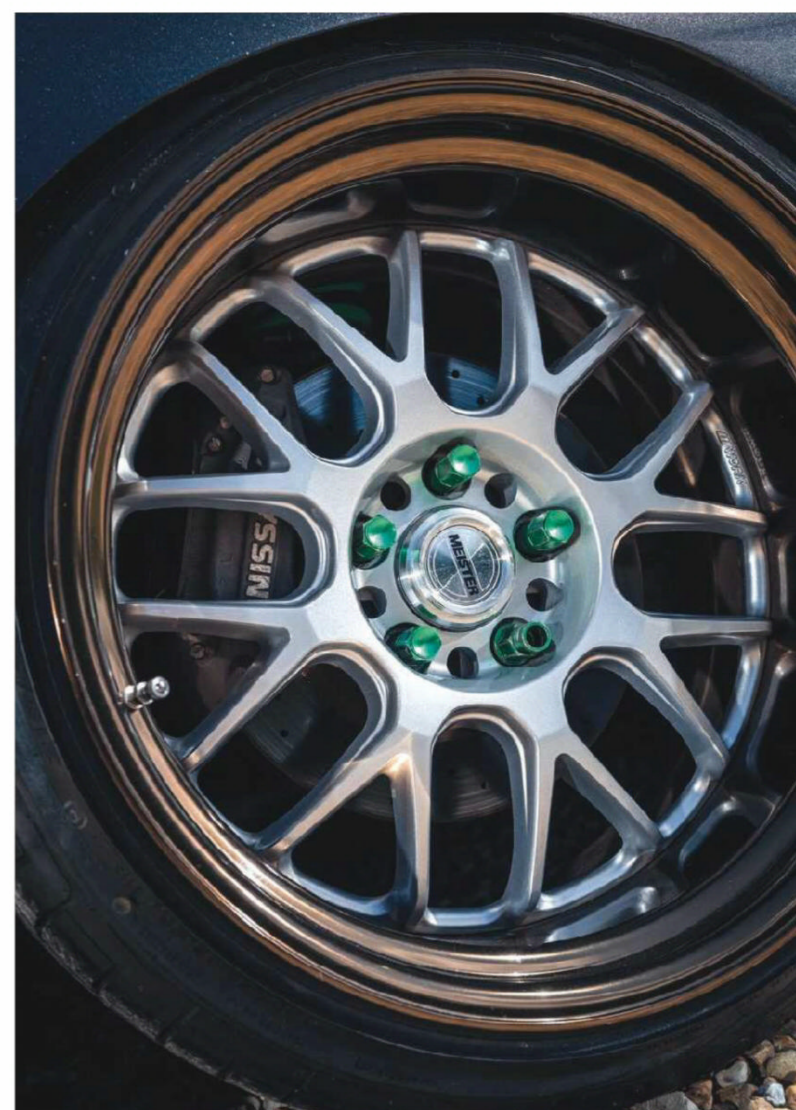








➔ **There's something funny going on at McLaren.** The company's supercar model range is expanding beyond any sense of comprehensibility; look in the showroom today and you'll find the all-new GT, the 600LT, 570S, 570GT, 540C, 720S, Senna, 675LT, the spaceship-like Speedtail, plus various Spyder variants and all sorts. This is niche stuff. Whereas Audi and Mercedes-Benz are working hard to create bizarre SUV niches by finding size-related gaps between their countless existing models, McLaren's artisans are building loads of quite-similar supercars simply because they can. They can't help themselves. This is because it's a company not run by cynical accountants, but by petrolheads. Check out the company car park, you'll find it packed to bursting with Peugeot 205 GTIs, Lotus Elans, air-cooled Porsche 911s, proper sports cars. Our sister mag BMW Car recently featured a daily-driver owned by someone in McLaren's design team. It was not a McLaren. It was a classic BMW 2002 Touring. And over in the paint shop we find Jake Saville, owner of this startling and unique PS13-era Nissan Silvia. He's been a gearhead from day one, and given his skills it was inevitable that he'd gravitate professionally toward this British mecca of



automotive dreams. And we just love that someone who spends their days surrounded by Sennas and F1 GTRs would have the keys to this super-obscure JDM tuner car in his pocket.

"I know it's such a cliché to say it in Fast Car, but I've always been into cars from a very young age," Jake assures us, immediately positioning himself among kindred spirits. "My dad had a few cool cars back in the day, which I'd imagine is where my enthusiasm comes from! I've had a fair few modified projects over the years – BMWs, Golf GTIs and R32s, Subarus, Evos, and now my second Silvia. I like to feel I've progressed with every car, getting better each time."

That's certainly an astonishing roll call of rides for someone who's 25 years old, averaging more than one impressive build for every year he's been legal to drive, and it's fair to say that this latest acquisition represents the pinnacle of his automotive achievements thus far. Although for the sake of full disclosure, it's worth pointing out that the original build happened in Japan – indeed, it's the unusual story of this that drew Jake to the car in the first place: "I've always had a huge soft spot for Nissan Silvias, and after my S15 I knew I wanted another," he explains. "This time I was after one in the shape of a PS13, and I just fell in love with this particular one the first time I saw it on Google Images; when it came around for sale I just had to have it! I've always liked PS13s in general but this one really is something special."

It was Jake's good buddy Muz at JapWestMods who put him onto the car; he'd imported Jake's Vertex S15 back in 2018 and, knowing that the hunt was on for something fresh and interesting from Japan, had started to throw a few ideas around. And when this particular car was thrown into the mix, there was no way he'd be buying anything





The titanium tips on the custom Exart exhaust are stunning

## SPIRIT WHO?

If the name isn't familiar to you (and we wouldn't blame you if that's the case), Spirit Rei is a Japanese aftermarket styling and tuning shop that's been working its way to iconic status through its laser-focused attention to detail. Run by Motohiro Taniguchi and specialising in the S-chassis platform, this company's bodykits stay true to the car in question's factory lines, creating something that flows naturally while also adding a huge amount of aggression. The 'Miyabi' kit you see on this PS13 works perfectly with the car's stock form, and yet utterly transforms it where it counts – markedly different, and a whole lot wider, and yet not jarring at all. It just looks proper.



The Spirit Rei 'Miyabi' kit complements the Silvia's original lines







else. "I instantly recognised the PS13 and just knew I was going to try everything I could to negotiate and secure it for myself," Jake grins. "When the car arrived (that was a good day!) it was exactly how I'd hoped it would be; in fact it was even better – love at first sight, for sure."

So what makes this PS13 so special anyway? Well, it all comes down to the revered and iconic JDM tuners Spirit Rei, and their enthusiasm for building sensational demo cars to showcase their aftermarket wares. The Silvia was scratch-built by Spirit Rei and made its debut at the 2016 Tokyo Auto Salon, and it immediately became a sort of automotive celebrity – the superbly chosen mods, the crafty design ideas, the flawless execution, there was something about it that really spoke to people, which led to a huge amount of media coverage and the car's assured position in the pantheon of all-time great tuner builds. Jake, with his extensive history of high-end builds and encyclopaedic knowledge of JDM minutiae, is the ideal curator for such an important piece of Japanese modding history. "The car is still in its original form from the day it was built," he says, "and having only 48,000 miles on the clock from 1991 it's still a very clean car – which is super-rare for a PS13! The paint colour is always a particular talking point; it's a secret colour which is beautiful in the light and has lots of metallic flake in, it's truly stunning."

The depth of the build is equally inspiring. At first glance the body looks almost standard, such is the sympathy of the 'Miyabi' kit's lines, but in fact the front wings are 40mm wider apiece, with the rears being 65mm broader – all tastefully smoothed in for a cleaner look, eschewing the on-trend keenness for overt bolt-ons. It's not just all show and no go either – the straight-cam SR20 runs a T28 turbo, Blitz intercooler and a few other tricks, and what's really exciting about the go-faster bits is the custom Exart exhaust: this hand-built twin setup really is a work of art, painstakingly crafted from 130 separate pieces, and the sound that bellows from those titanium tips is frankly biblical.

“The Silvia was scratch-built by Spirit Rei and made its debut at the 2016 Tokyo Auto Salon”

WORK Meister MTRs are the perfect wheel choice



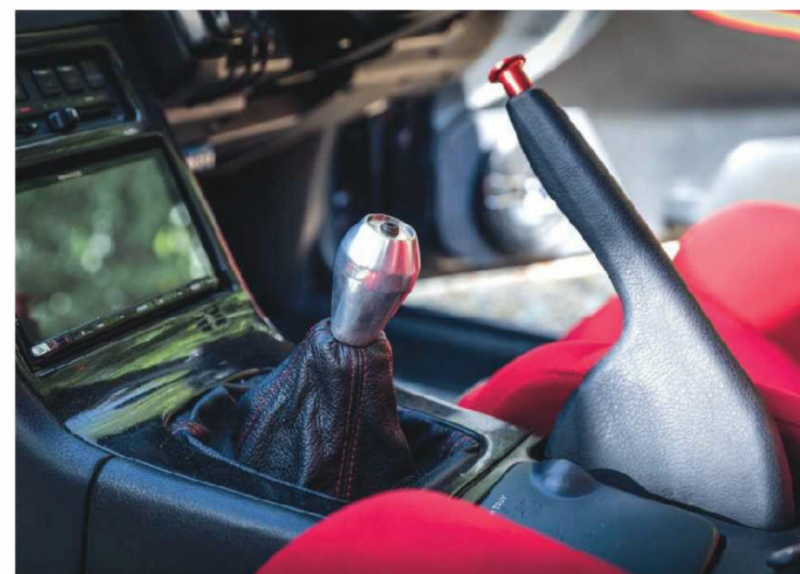
The way the car sits is also worthy of scrutiny, as peering through the spokes of those glorious WORK wheels reveals that it's running static on 326Power coilovers. Aha, but there's a twist, "It has a rare JDM Skipper hydraulic lift cup system," Jake explains. "This is a similar setup to air cups, but instead is oil-fed; it can be driven on full-time, and offers up to 30mm in ride height increase."

Cunning engineering solutions, undoubtedly, but the underlying principle of this build lies in the name of the bodykit, Miyabi – this translates as elegance or refinement, or even (in the right context) as 'heart-breaker'. Which sums this PS13 up perfectly, does it not?

"I use the car as they did in Japan, solely for shows and meets," Jake continues. "After all, that's what it was built for, to wow people – it still gives me that effect every time I see it! I get overwhelmed by people's reactions in person at



The most iconic of all Japanese duos?





It's beautiful from every angle



## OWNER PROFILE:

**Name:** Jake Saville

**Age:** 25

**Occupation:** Paint department at McLaren

**Instagram:** @spiritrei\_jake

**First car:** 2001 Fiat Punto 1.2 – belter of a car, that was!

**Favourite car:** RWB Porsche 964

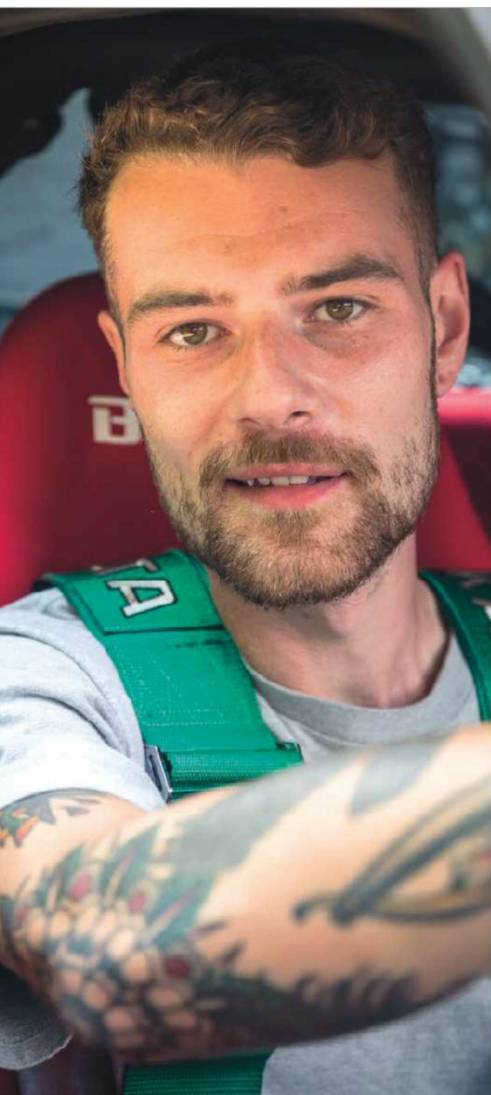
**Favourite mod on your car:** I don't have a single favourite, I just love standing back and admiring the whole car in all its glory!

**Favourite show:** Possibly the Players Classic – but they're all amazing in their own ways

**Track day or show-and-shine?** Show-and-shine for me!

**Lessons learned from this project:** Maintaining a show car like this isn't a cheap hobby!

**What's next?** I've got a few ideas in the pipeline... engine bay tidy-up, and possibly an engine swap. And some softer springs, 100-percent – as the current ones are BACK-BREAKING!





## COVER CAR

A clear rear of the year contender



## TECH SPEC: NISSAN PS13

### STYLING:

Spirit Rei 'Miyabi' bodykit, carbon fibre rear bumper with integrated diffuser, +40mm front wings, +65mm rear wings – blended and smoothed, Kamikaze custom carbon fibre side lips and front lip, swooped rear body sidelines, xenon PS13 glass 'brick' headlights

### TUNING:

SR20DET (straight-cam), T28 S14A turbo, Blitz induction kit, Blitz intercooler, Nismo fuel pump, HKS EVC6 boost controller, GReddy turbo timer, custom Exart manifold, custom 130-piece Exart hand-made exhaust system with titanium tips, 5-speed SR20 gearbox with pleasure-drive 5th gear ratio, Kaaz 2-way LSD, R32 Skyline GT-R driveshafts, reinforced single-plate clutch

### CHASSIS:

10x18in -16 (front) and 11.5x19in -43 (rear) WORK Meister M1R wheels, 225/40 (f) and 255/35 (r) tyres, R32 Skyline GT-R brakes all round, Cusco front and rear strut braces, 326Power coilovers – 32k front / 20k rear springs, JDM Skipper hydraulic lift cups system, extended front lower arms, Pilot tension rods, reinforced tie rods

### INTERIOR:

Bride VIOS seats, genuine Bride rear bench, Bride doorcards and glovebox, Bride floor mats, Takata harnesses, 5-point custom half-rollcage, one-off Spirit Rei x Nardi steering wheel

### THANKS:

"Huge thanks to Muz at JapWestMods for sourcing and getting me this car from Japan. Thanks also to Lawrence at Nationwide Car Transport for helping me make the shows this year, to Spirit Rei for allowing me to now own this car, and to the Mrs for putting up with me and the headaches along the way!"

shows and on social media, it's a great feeling to hear that people love the car almost as much as me... Everywhere I go I get complimented on the car's looks and how clean it is for an S-body, and although I haven't built this car myself, I have a great sense of pride driving it knowing it was handcrafted in Japan by such a cool company. Indeed, Motohiro himself, who owns Spirit Rei, is such a sound guy – I still talk to him regularly about what he's up to, and I received a message from him a few months back saying 'Thank you for taking such good care of the PS13', which was amazing. And I have done one thing to add a personal touch – a one-of-one Spirit Rei/Nardi steering wheel which was bought for me as a birthday present by my girlfriend, and took a lot of hassle and negotiating to get made. It completes the car for me!"

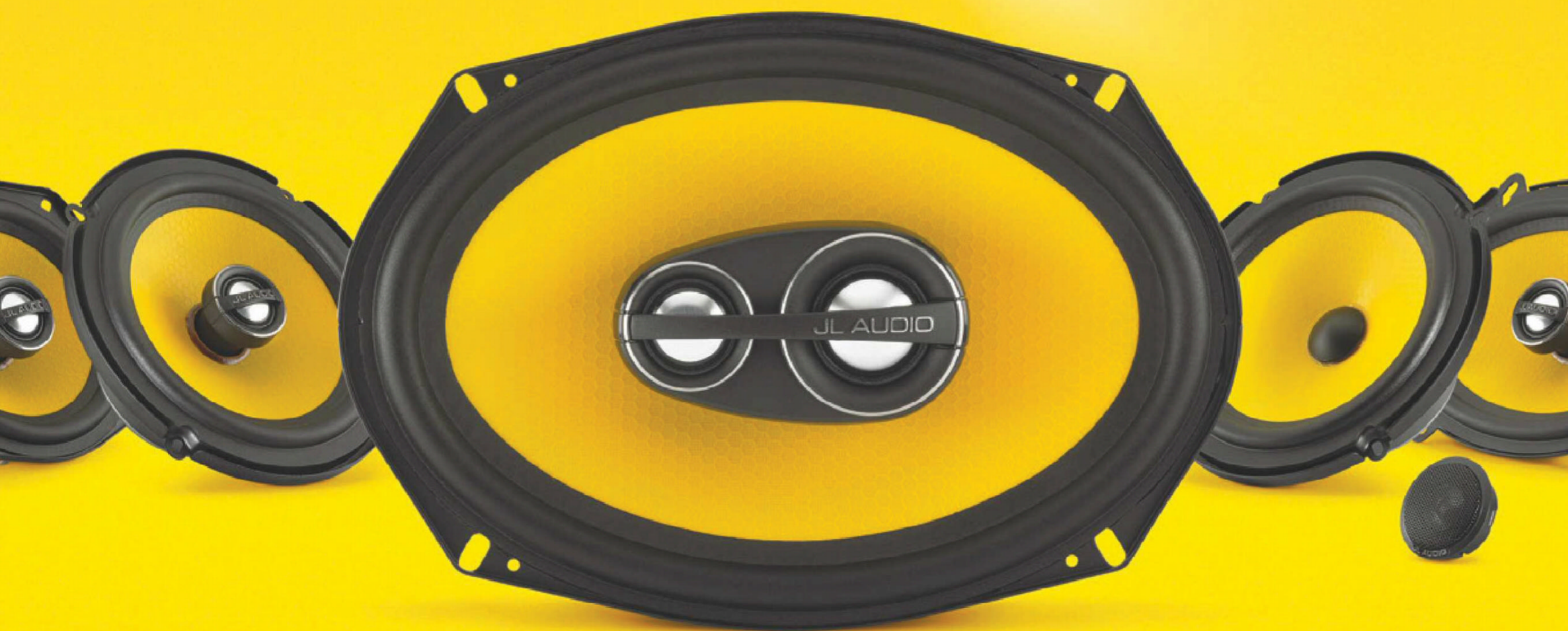
You see, this isn't just any old JDM demonstrator – for a lot of S-chassis enthusiasts, this is the PS13, the icon, the one to aspire to, and Jake's very careful to preserve its history as well as rolling it out noisily to showcase its wares whenever possible. All the visual drama, backed up by impeccable grunt – it's a very McLaren way to behave. ■







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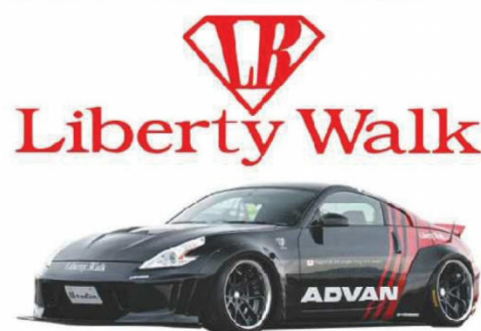




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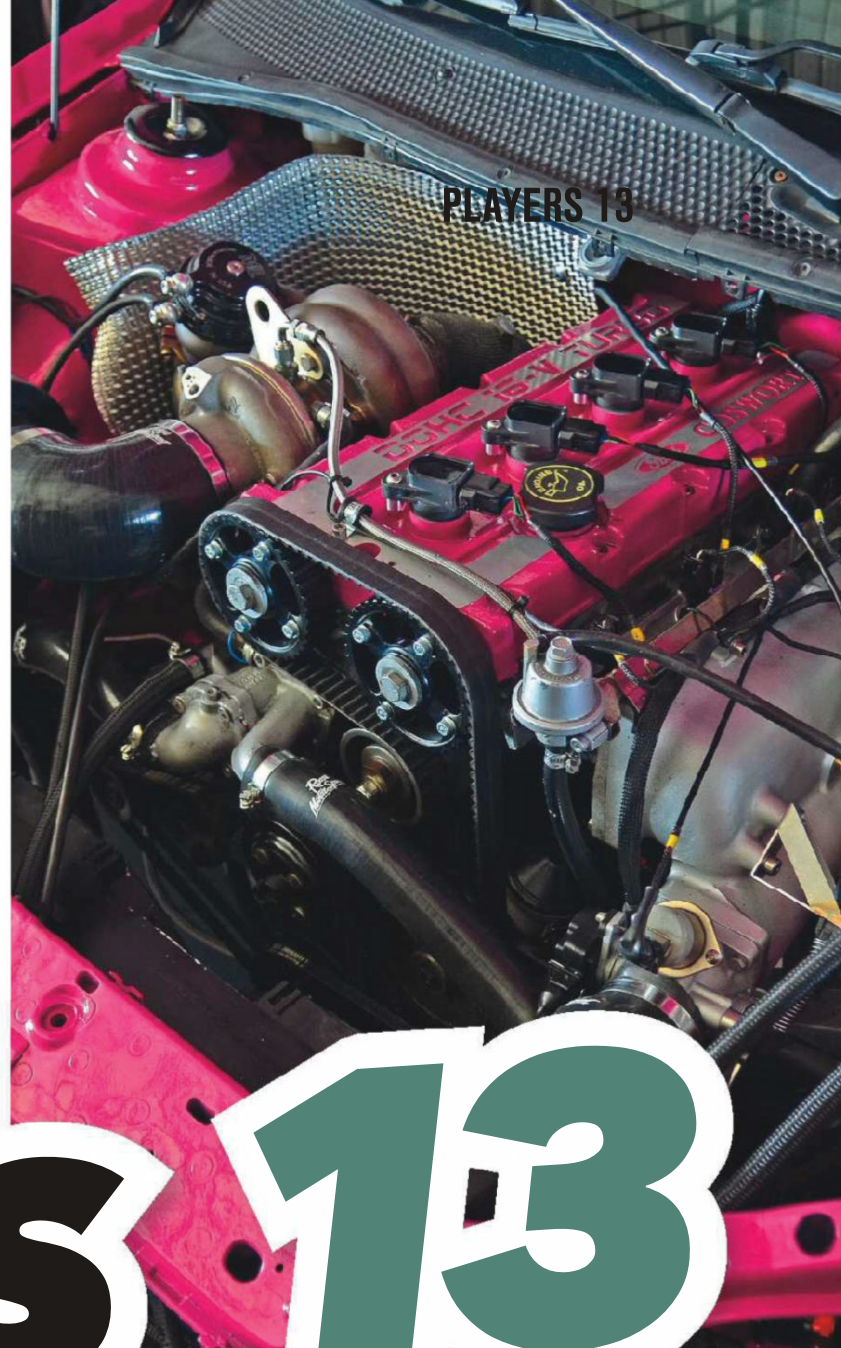
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# Players 13

Words & Photography 'Slim' Jules Truss

**So apparently the number 13 is unlucky:** it's got something to do with some Judas guy who betrayed a bloke called Jesus. We're not that up on fictional books, so it doesn't mean much to us, but if there's ever proof that unlucky 13 is proper bollocks, it was displayed at North Weald last month. The 13th Players' event was an absolute belter and the weather couldn't have been better for a mid-September show in the UK.

But let's have a quick rewind before we go balls deep into this year's action. For the new generation, the Players' bandwagon is an established part of the car show calendar, but it wasn't always like that...

In fact, the Players' philosophy is responsible for the majority of the scene-shows we're now blessed with; they changed the way car shows used to be and inspired

the incarnation of the new ones. Many have tried to copy, and some have even been successful at doing so, but none have the same vibe, the same respect or the brand of Players. So how did it start? Well, it was just two mates who'd had enough of the petty bitching that was going on in the VAG show-scene in the mid-noughties and decided to take the gamble and start up their own show. They booked out a couple of North Weald hangers and then invited the cars they wanted to have on display. Back then, the thought of only letting in cars they'd approved first was seen as elitist and it was to a certain degree. But this approach created two things: a car show with an unrivalled quality of cars on display anywhere in the UK and, maybe more importantly, a huge desire to be part of it. The only rule was

the cars had to be cool – and it didn't matter what type of cool – anything went, and this is what bred the diversity that's so synonymous with their events today.

Players brought together all of the different subcultures of the car scene and united them in a mutual appreciation of the other's passion. So yeah, when you see those 'approved' social media posts that are now just a part of the scene, and the organisers preach about the variety of cars at their events, it all stems from the Players' philosophy. So thanks goes to JayMac and Carlos, for taking the scene to the next level!

So, what was Players 13 like? Well, it was like all of the above; I don't need to preach about the quality or diversity on display as that comes as standard. Instead, I'll let the pictures do the talking. Enjoy...





## OUT THERE



### Auto Finesse Chevy Stepside ►

We all know Auto Finesse are as good at building project cars as they are cleaning them, but they've taken things to another level with their latest build: the supercharged LS3-powered Chevy is without doubt one of the best builds of 2019. SEMA levels of detail and finish.



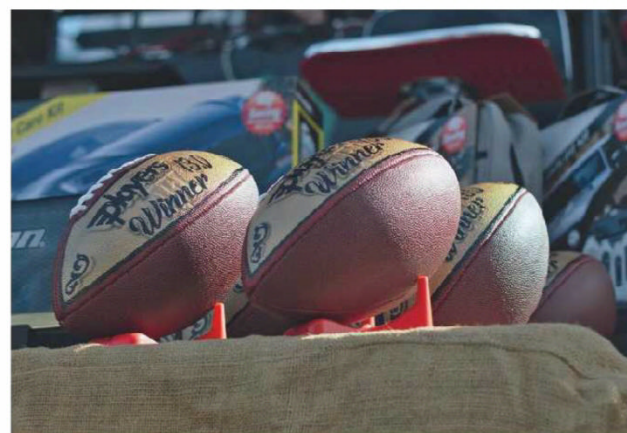
Picture courtesy of Mark Rodway  
(@mrpix\_photography)



Vish's E36 Touring  
is perfection defined







### The Trophies ▲

It's not just the fact they are the coolest trophies on offer but the fact that if you win one, you've no doubt built something incredibly special. To win a trophy at a show is good, to take home a Top 20 at Players is truly awesome.





## OUT THERE



### The Return of the R5 ►

It seems that the 90s favourite is making a bit of a comeback in 2019. We spotted a few of the retro hatches dotted around the show and not all of them were rocking the infamous 1.4-litre turbo either. We're featuring another wide-arched 5 next month, so keep your eyes peeled for that!



The Five is very much alive



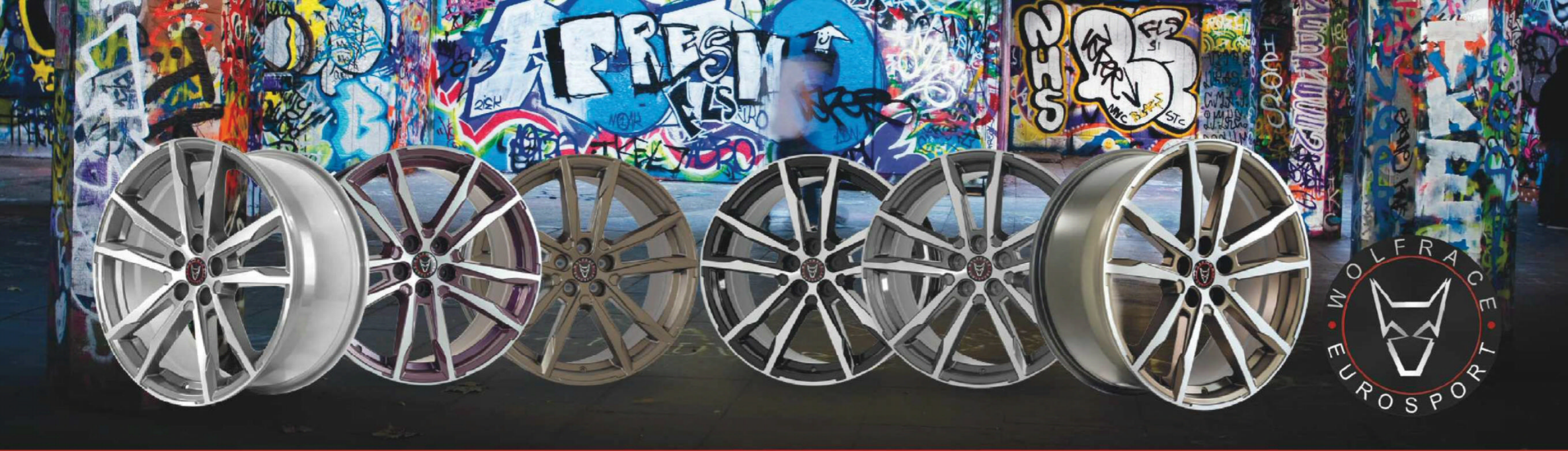
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8.5x19" 8.5x20"



#### ASSASSIN GT2

Gloss Black / Polished  
8.5x18" 8.5x20"



#### SPORTLINE

Gloss Black Polished  
8.5x20"



#### WOLFSBURG

Gloss Black Polished & Gloss Black  
8.5x20"



#### LUCCA

Gloss Black / Polished, Gloss Black & Polar Silver  
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



#### TORINO

Gloss Black / Polished, Polar Silver  
6.5x16" 7.5x17" 8.0x18" 8.0x19"



#### AERO

Gloss Black / Polished, Gunmetal / Polished, Bronze & Matt Black / Polished  
8.5x18" 8.5x20"



#### KODIAK

Polar Silver, Gunmetal  
5.0x14" 5.5x14" 5.5x15" 6.0x15"  
6.0x16" 6.5x16" 7.0x16" 7.0x17"  
7.5x17" 7.5x18" 8.0x18" 8x19"



#### DORTMUND

Gloss Black, Gloss Black / Polished, Gunmetal / Polished, Blackberry / Polished, Bronze (20" only), Bronze / Polished & Matt Black  
8.5x18" 8.5x19" 8.5x20"



#### KIBO

Gloss Black / Polished Lip  
Gunmetal,  
7.5x17" 8.0x18" 8.0x19"  
8.5x20" 9x20" 9.5x21"



#### TURISMO

Gloss Black / Polished, Gloss Black, Bronze & Matt Black  
8.5x18"



#### MUNICH

Gloss Black / Polished, Gloss Black, Matt Black, Bronze & Bronze / Polished  
8.5x18" 8.5x20"



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# Juicy Couture

Danny Webster's E82 coupé is a show-stopping stance sweetheart boasting all sorts of unique custom touches. And if you think it's just another bagged Beemer, you'd better think again...

Words **Daniel Bevis** Photography **Simmy**





### OWNER PROFILE:

**Name:** Danny Webster

**Age:** 25

**Occupation:** Sparky

**Instagram:** @dannyfidi3

**First car:** Ford Fiesta

**Favourite car:** My Ibizas, I spend a lot of time in them and they're faster!

**Favourite mod on your car:** Definitely the wheels, and how they fit

**What's next?** More carbon, and a change of wheels is always in the plan



**Heroic lows have become a defining feature of the** modern modifying scene, that goes without saying. Indeed, that's not just true today, but has been for generations – race cars have always run lower than road cars because a lower centre of gravity brings huge handling benefits, and it doesn't take a genius to spot that lower cars just look better, hence the motorsport tech finding its way onto the road. Refract this logic through an absurd filter and find yourself in the Chicano lowrider culture of the 1960s. And while Citroëns have been rising up and down at the flick of a switch since the sixties thanks to their clever hydropneumatics, it's air-ride that's the darling of today's show scene: technology whose origins date back to the 1940s which has become the go-to choice for people who want to hard-park when they arrive at the showground.

Danny Webster, however, is an offbeat thinker. When he set his mind to getting his 1-Series coupé closer to the tarmac, he didn't want to follow the established path. Sure, you can buy an air-ride kit off the shelf, but he opted to go for something bespoke from Rayvern Hydraulics. Because a juiced car is a cool car, that's just a fact, as every lowrider enthusiast for half a century will gleefully tell you.

### THE LOWDOWN

He's a man who knows whereof he speaks when it comes to hydros; this is Danny's second Fast Car feature, and regular readers may remember his juiced Fiesta that

“it's the N47D20 four-pot in this car that makes it the compelling choice”



Now that's a lesson in fitment





graced these pages a couple of years ago, resplendent in glossy beige. And that counterculture train of thought is always chugging away down unexpected tracks – peep inside his garage and you’ll find that he’s not all about the stance builds... there’s a PD130-powered SEAT Ibiza in the works, shooting for 400bhp and raising hell in a cloud of diesel smoke. Oh, and there’s another Ibiza TDI pushing over 300bhp. Disparate tastes, but that enthusiasm for diesel power has clearly leached into the latest BMW build too, as the car we’re shining the spotlight on today is in fact a 123d.

“The plan was always to get a 1 Series after I’d finished the Fiesta,” Danny explains. “I bought this one on eBay as an unfinished project, and I knew from the very start what direction I wanted to take the build in.”

For anyone who may deride the choice of the devil’s elixir when it comes to motive power, it’s important to note that in the realm of 1-Series dizzlers, the 123d is the best one available. Yes, the 116d and 118d are pretty dull, with their sluggish and sensible derv motors, and while the 120d is moving in the right direction, it’s the N47D20 four-pot in this car that makes it the compelling choice: the motor wears twin sequential turbos instead of the single unit of lesser N47s. When it was launched, this was the first ever production diesel engine to break

the 100bhp-per-litre barrier, serving up a peak of 204bhp along with a meaty 295lb.ft of torque. So there’s no hint of compromise here, this is a surprisingly rapid motor. 0-62mph flashes by in a little over six seconds, it’s not exactly hanging about.



The bonnet has been smoothed

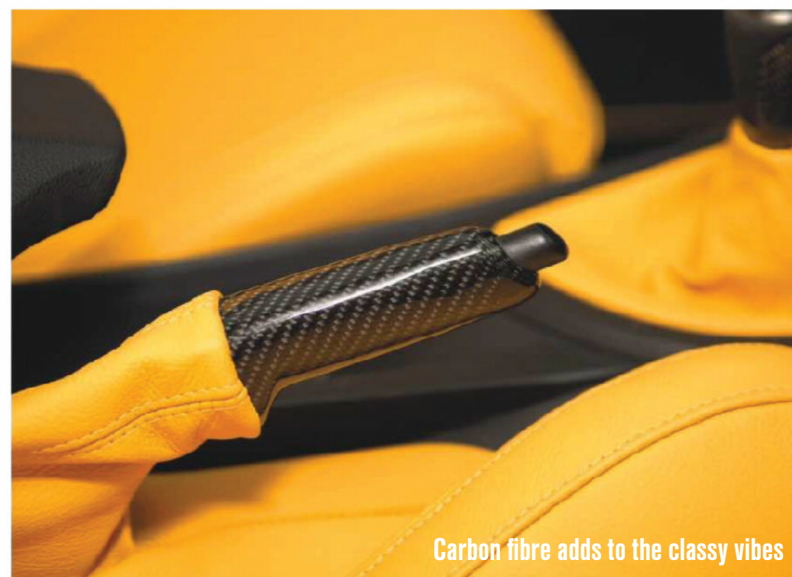




## SWITCHING IT UP

Of course, given the eye-catching and scene-stealing nature of the Fiesta that came before it, the focus of this build was always going to be on how the thing sits. BMW had already deftly taken care of the function, so Danny was free to take the reins and sort out the form. "The first step was to install the hydraulic suspension setup, which I did myself," he explains. Having pieced together the old Fiesta's juice setup on his driveway, Danny was able to make short work of this task despite the increased levels of complexity that present themselves when tearing apart a new-wave Beemer, and with the coupé sitting gangsta-low he was able to put his mind to filling those arches with just the right rolling stock. "The wheels and the way they fit, that's my favourite part of the whole car," he smiles. "I built up the wheels myself, and fitted some fully adjustable camber arms so I could get them sitting just where I wanted them." It's a truly magnificent setup that he's gone for, choosing the iconic Carline CM6 design and building them up with some properly aggressive widths and offsets: the fronts are 10-inches wide and ET7, running 205-section tyres to get those stretched sidewalls tucked right up in the arches, while the rears amp it all up to cartoonish dimensions, being ET0 and 11.5-inches wide with 235/40s. When he flicks those switches and gets this bad boy's arse on the floor, those super-shiny rims settle in j-u-s-t right. Check out how the arch lips position themselves between the wheel lips and tyre sidewalls, it's as much art as science.

The relatively sober exterior paint colour (beautifully



Carbon fibre adds to the classy vibes

laid down by A&D Auto Bodies) is thrown into sharp relief when you peek through the windows and spy what Danny's done to the interior, because it's frankly a bit bonkers – in the best possible way. A pair of slim and lightweight Recaros have been drafted in, retrimmed in a fruity shade of bright yellow by Spartan Automotive, the silky-soft nappa leather neatly echoing the OEM BMW pattern. The rear bench is trimmed to match, and the final flourish is a plethora of tasteful carbon fibre embellishments along with the custom iPad dash install, to ensure the 123d is always looking showground-chic. The choices are a mix of the unique and the mainstream, and it's the flawless execution that really elevates this project to the upper echelons of show builds. It's just really obvious from every inch of the car that Danny knows what he's doing – and would never settle for

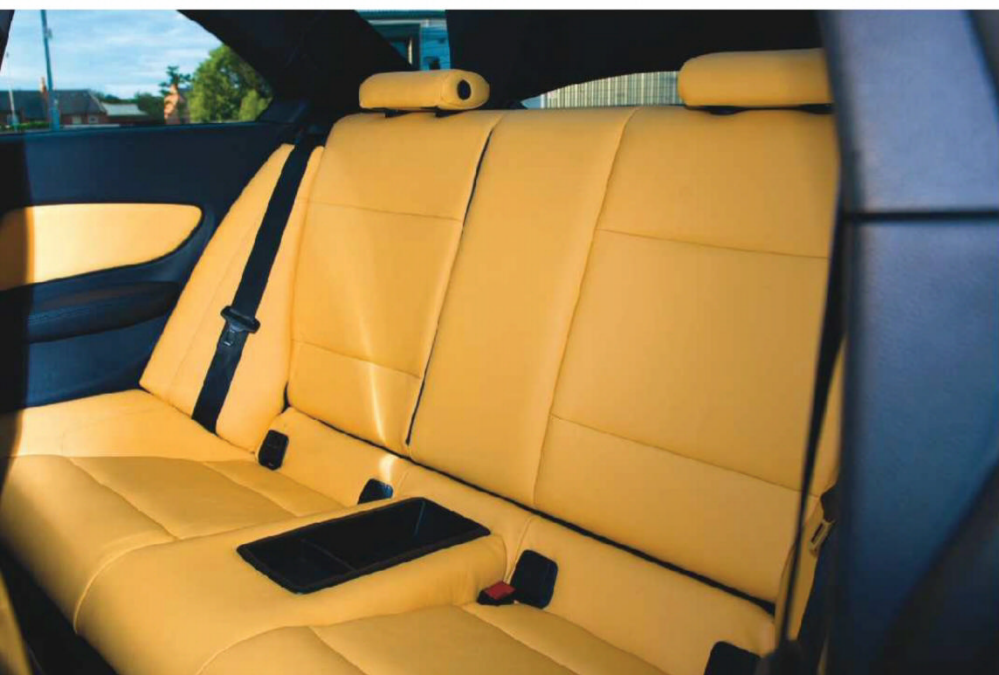
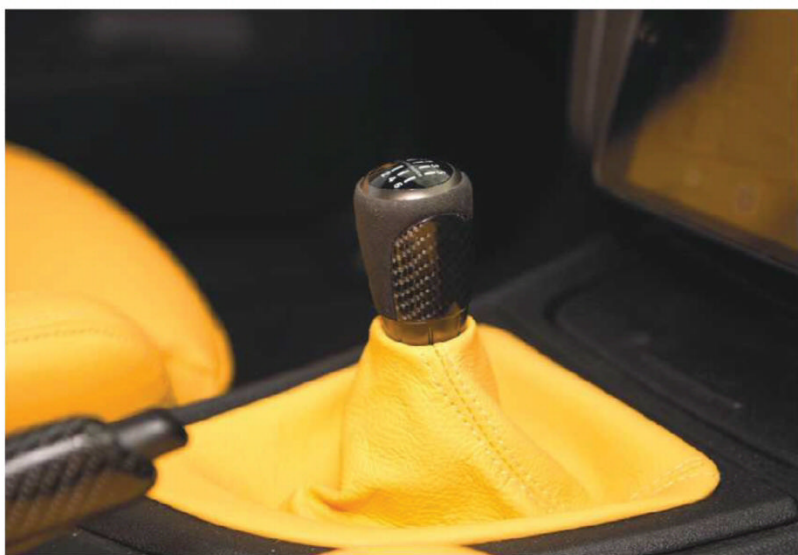
“choosing the iconic Carline CM6 design and building them up with some properly aggressive widths and offsets”





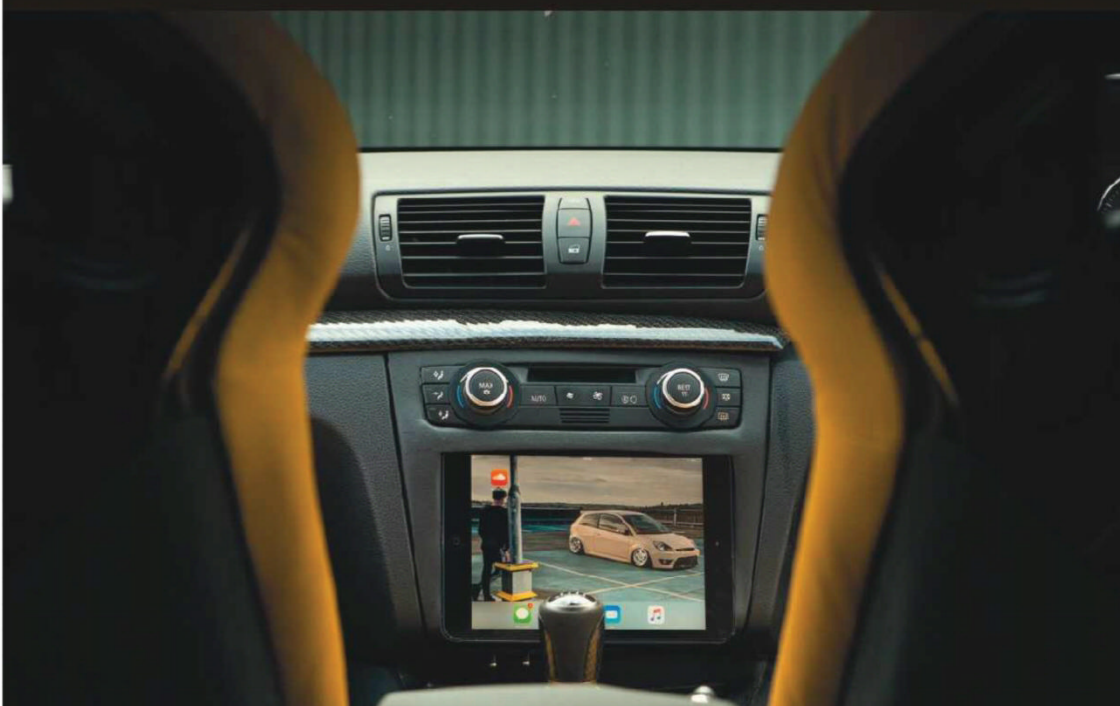
## BMW E82

The yellow nappa provides a lovely contrast to the exterior hue



### GHETTO ENGINEERING

Creativity can stem from the most unlikely places. Roald Dahl wrote all of his books in the garden shed; Bruce Springsteen recorded the Nebraska album on a tape player in his bedroom; Siegfried Sassoon wrote his best-known poetry in a WWI trench, and Foo Fighters laid down the Wasting Light masters in Dave Grohl's garage. So just because Danny's BMW is utterly flawless to behold, don't assume that it was built in a pristine and hermetically sealed garage stuffed with acres of high-end machinery and tools. "I built this car in a dodgy unit that I rented down the road from my house," he grins. See, it's the player that matters, not the game.





## HOT RIDE

second-best. This is equally evident when it comes to the exterior treatment, which is a masterclass in subtle upgrades which you'd have to be a true BMW nerd to identify. There's the 1M-style bumpers of course, that's a classic move for the E82 platform, but dig deeper and you'll find a smoothed bonnet, smoothed wings, smoothed diffuser, the whole effect is smoother than Jazz FM with a fat Cuban and a white Russian. We love the carbon CSL-style boot with its shorty recess, and Danny's gone the extra mile with USDM-spec headlights and darkline LCI tails along with a sprinkling of carbon fibre details to complement those of the interior.

It can always be a bit of a mixed bag buying up someone else's unfinished project, as you have to question what it was that made them give up in the first place. But Danny's not one to be put off by such concerns – he had a vision in mind of how he wanted this car to turn out, and he's rebuilt it from the ground up to be exactly what he wanted it to be. The flawless exterior, the unique interior, and of course the radically reworked chassis leading to that killer stance...

The purpose of this project was to achieve those outstanding lows. But with Danny's attention to detail and boundless creativity, it's turned into so much more. ■

## TECH SPEC: BMW E82

### STYLING:

1M-style bumpers front and rear, smoothed bonnet, smoothed wings, smoothed diffuser, USDM-spec headlights, LCI darkline taillights, carbon CSL boot with short plate recess, carbon roof spoiler, full respray, carbon kidney grilles

### TUNING:

N47D20 2.0-litre twin-turbo diesel four-cylinder, 6-speed manual

### CHASSIS:

10x17in ET7 (front) and 11.5x17in ET0 (rear) Carline CM6 wheels, 205/40 (f) and 235/40 (r) tyres, custom Rayvern Hydraulics suspension, adjustable camber arms

### INTERIOR:

Recaro seats retrimmed in yellow nappa leather to match OEM BMW pattern, iPad dash, carbon fibre shifter, handbrake lever and trim, MOMO 280mm steering wheel

### THANKS:

"Thanks to A&D Auto Bodies for the paint, Spartan Automotive for the seat retrim, and Dan at Wheel Unique for sourcing the lips for the wheels."

1M-style bumpers add aggression to the 123D





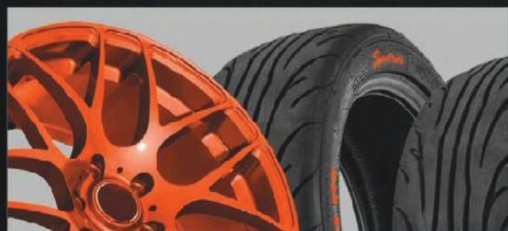


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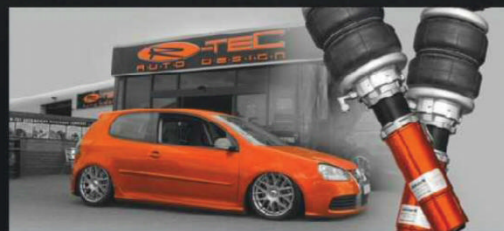
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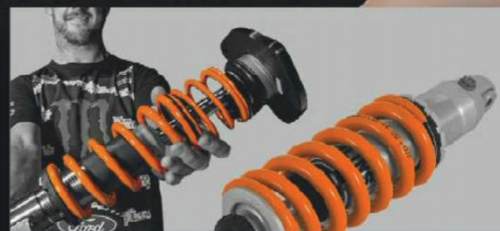
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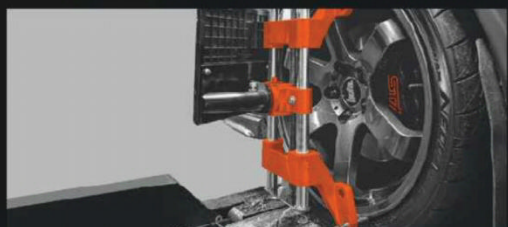
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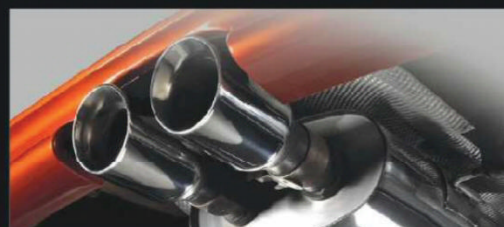
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# FRESH KIT

## BOLA B2R WHEEL, FROM £625 (SET)

If there's one universal truth in the modifying world, it's that a nice, clean 5-spoker can suit just about anything on the road. These wheels never go out of fashion, so, with that in mind, we think that Bola has been rather cunning with this swanky new addition to its already extensive, line-up. It's not just because of the design either, more that they're offering these in some seriously usable, real-world sizes, and seven of their most popular finishes. Because they're engineered to include Bola's biggest gift to the modifying community – the patented 'PCD Pocket' system – they can also be machined to near enough any 4 or 5-stud PCD and offset ever to hit the street. It's all about options this one, and everything about it screams, "we can make these fit your car, no matter what you drive." And there's a lot to be said for that in this day and age of exclusive hoops offered in limited PCDs tailored to certain (mostly German) marques.

There's also a fair bit of heritage here. The B2R is, in fact, a 21st century reworking of the long lost Bola B2. This was one of their very first wheels to hit the street a decade ago, and they practically wore out the mould because of their infinite popularity. The R then, obviously

stands for rejuvenation or rebirth... although, to be honest, it's just as likely to mean 'ridiculously lightweight' (er, only if it was named the B2RL, you tit! – Jules).

You see, technology has moved on in recent years and rather than being a cast wheel like the original B2, the B2R is flow forged to create an extremely light barrel, without any compromise on structural integrity. That's how they can build a 7.5x17 that weighs in at just 7.8kg... which is about as much as the plughole trap when our Glenda has his daily beard trim.

Yep, it's a whole load of style and tech for the money, but we all know that means precisely zip if you can't actually get the buggers on. What's really special here is that they've properly nailed that bit too.

### Features

**Sizes:** 7.5 x17, 8 and 8.5x18

**PCDs:** Any 4 or 5 stud PCD

**Offset:** From ET30

**Finishes:** Gloss Black, Gloss Gunmetal, Crystal Silver, Hyper Black, White, Matt Bronze, Gold

[www.bolawheels.co.uk](http://www.bolawheels.co.uk)





FRESH KIT

# NEW PRODUCTS

The shiniest and freshest mods on the market

## REVO GOLF R 6-POT BRAKE KIT, FROM £2370

Got a Mk7 Golf R? Well, you're doubly lucky then, because here's the epic braking product you've been waiting for. This monster 6-pot BBK is regarded as the best in the business and being from Revo, it's pretty easy to understand why.

You see, these guys only develop parts for the motors that they know best, and they do a shedload of testing on those particular cars along the way. Put simply, this means they are developed on an actual Golf R – the very Golf R we've featured on pg.76, in fact. So you know that you're getting only the finest in real-world stopping goodness. Not too big and heavy, not too small and wimpy, but just right; this kit is something of a genuine Goldilocks in the VAG tuning world.

And, as for the spec? Well, we're glad you asked because these offer either a 380 or 355mm floating rotor with anodised aluminium bells. Huge, monobloc 6-pot calipers specially manufactured by breaking supremos Alcon, and they'll even chuck in some top-spec Motul DOT 5.1 fluid, braided hoses and Ferodo DS Performance pads. All in all – it's nothing less than your rapid, modern R-badged weapon deserves.

[www.onlyrevo.com](http://www.onlyrevo.com)



## Top detailing stuff...

### MIKE'S ULTIMATE DETAILER, £23

This rather clever all-in-one detailer from the USA is brought to you by the guys at Double Zero Industries. And why is the gymkhana-tastic UK home of the Hoonigan brand importing a cleaning product, you may ask? Well, simply because it's awesome, and sometimes that's all it takes.

Developed for use on Formula Drift and other race cars, this insanely powerful formula will give you a professional clean quickly, without scratching and without any water either.

Mike's can also be used effectively on any surface, including glass and carbon fibre and, perhaps most importantly, unlike many, it won't turn your rubbers or any textured plastic grey. Whether you love or hate detailing, this is one product to always have knocking around.

[www.00ind.co.uk](http://www.00ind.co.uk)



### MEGUIAR'S CARPET & UPHOLSTERY CLEANER, £12.50

We don't see too many new interior cleaners nowadays, probably because it's the type of detailing product that's the hardest to get right. But, as this can of foamy goodness is from the mighty Meguiar's, there's no surprise that they've smashed it with a dead-effective blend of cleaners and surface agents. What's really mind-blowing here though, is that it permanently removes stains and odours using chemical bonding on a molecular level... which is clearly right handy for sorting the really tough stuff, like the Maccie's pickles we've all mashed into our carpets over the years (What? You don't eat 'em? – Jules).

Anyway, the point is that all this professional-strength formula leaves behind is a fresh 'new car' smell that makes you feel all warm and fuzzy inside. Everything you want, and nothing more. Lovely.

[www.meguiars.co.uk](http://www.meguiars.co.uk)





## GOODYEAR EAGLE F1 ASYMMETRIC 5 TYRES, FROM £138

Here's some rubber that's been kicking arse, taking names and picking up some serious awards in a whole load of recent tyre tests. But that's hardly surprising, is it? Goodyear are particularly known for not fanning about when it comes to their Eagle F1 performance tyres, and this is clearly one of the best.

The thing is, though, this UHP item isn't just for summer performance – it's actually designed to do it all. A master all-rounder, available in a whole load of 17-22-inch sizes, it combines impeccable wet braking and handling, but crucially, without sacrificing longevity or dry performance.

We're not sure exactly how they've managed to develop a real unicorn in the tyre industry, of course. But we do know that these are designed to extend their contact patch when braking, something you only really see on high-end motorsport tyres. It's all bloody clever, we think you'll agree. There's also special, all-new compound and tread pattern making this a fitting replacement for the outgoing, not to mention legendary, Eagle F1 Asymmetric 3.

[www.goodyear.eu](http://www.goodyear.eu)



## COBRA CORSA E VXR VENOM EXHAUST, £763

This new Venom stainless steel exhaust from Cobra is absolutely chuffing bonkers, and what with the E-shape VXR being one of THE hot hatches of the moment, we reckon these will simply fly out of the door... and in the most aggressive way possible.

As you can see, there's not what you'd call much of a restriction with this little monster, but what made us smile even more is the warning on their site that says 'this product is designed without a rear box and will be extremely loud.' Yeah, no shit!

[www.cobrasport.com](http://www.cobrasport.com)



## AUTO FINESSE 20TH ANNIVERSARY COLLECTORS SET, £500

Just how posh is this limited edition set from detailing gods, Auto Finesse? In a word (actually two) – 'effin posh! Limited to 500-units, this super-premium celebratory kit contains a short run of four of their uber luxury, 'special reserve' products that have been painstakingly developed for perfection, but haven't made it into the mainstream range over the years. This includes a Car Shampoo, Pre-Wax Cleaner, Gloss Enhancer and a Special Show Car Wax, all in a specially numbered wooden case. It's clearly one for the diehard detailing fans and collectors out there, but on the bright side, now you all know exactly what you can get us for Christmas! One each please, don't be tight...

[www.autofinesse.co.uk](http://www.autofinesse.co.uk)



## Awesome Audio



## PIONEER SPH-EV082DAB-UNI, £759

Three or four months ago, we brought you a groundbreaking Pioneer headunit that has since changed the game. The very first to make the full big-screen, doubleDIN experience available in just about any motor on the market, especially those unfortunates only rocking a singleDIN slot as standard.

Well, this new flagship unit is their new daddy product of 2019. It offers the same modular design, but with even more audiophile-pleasing bells and whistles. Make no mistake, in sound-engineering circles, this bugger really is blowing up... and no, not literally, that's just what the cool kids say nowadays, innit?

Anyway, last time we talked about Pioneer developing systems with detachable screens that can be mounted almost anywhere. We also mentioned the fact that these can also be adjusted and fitted as one-piece tablet-style units, like the set-up you see in so many posh new motors. So, we'll skip straight to the features on this one... of which, as you might expect, there are simply too many to mention!

Our particular highlight is the even larger 8-inch captive touchscreen display, about the biggest we've seen on the market to date, and one that's, no doubt, perfect for your Apple CarPlay, Android Auto and Weblink phone mirroring... or all of the above. We also love that they're not only using the best possible grade components in the control box (even though they're stupidly expensive), but they've included a tirade of software features to put a smile on the mush of even the most discerning audio experts. All the heavy tweakability stuff like a 13-band EQ, time alignment, high and low-pass filters, and a rather flash auto-EQ are ready and waiting. Add that little lot to DAB+ radio, an 4x50W internal amp and a whole selection of 4Volt pre-outs for easy system expansion, and you've got quite the professional package.

Obviously, there's loads more too, but you'll have to check out the full spec online... just make sure you've got a spare fortnight!

[www.pioneer-car.eu](http://www.pioneer-car.eu)





## LIFESTYLE

# LIFESTYLE

The car culture experience doesn't just belong in the garage

### TRACKTIME 3Motion Advanced

The eRacing scene has exploded over recent years and motorsport simulators have become even more realistic with professional, multi-axis simulators that simulate the driving physics of the racing car and track using hydraulic cylinders or actuators. The trouble is, these systems often cost £30k plus and are too big for most homes.

TRACKTIME are trying to make high-end eRacing more affordable (well we say affordable, it's still a tad more than a Nintendo Wii) with the introduction of the 3Motion Advanced Simulator. This fully built racing simulator is pretty much plug-and-play and ready-to-race. The stable tubular frame houses a Sparco Grid Q racing seat and adjustable brackets for the Ascher Racing Button Box steering wheel and eSport Ultimate 2 pedals to ensure the perfect fit. SilentForce actuators offer realistic simulation of the track conditions, whilst the 5.1 sound system takes care of the audio whilst you submerge yourself in the Thinkvision Lenovo 44-inch curved monitor. Time to ask the boss for a pay rise...

**Priced from €15,999**  
**[www.raceroom.com](http://www.raceroom.com)**



## IN BRIEF:

### HOT WHEELS INFINITE LOOP

Too poor for the above? Yep, us too! So how about this from Hot Wheels? Experience the insane challenges of real-time 8-player PVP racing while you smash, crash, and stunt your way to victory! Collect legendary Hot Wheels cars like Bone Shaker, Twin Mill, Shark Bite, Rodger Dodger and more while upgrading your fleet to compete in the ultimate racing league. Available for iOS and Android.

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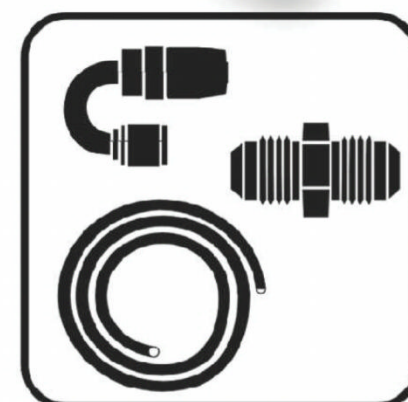
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# Fast Mods

**The BMW M2 is ripe for upgrades, here are some of our faves...**

It's hard to believe, but the F87 BMW M2 has been with us for three years now, and while that makes it a relatively new release in new-car terms, the aftermarket has already really taken to BMW's entry level M. That's not really a surprise when you take a look at the performance of the Bavarian beast as it's packing some serious potential.

Under the hood lies the N55 turbocharged 3.0-litre powerplant that propels the F87 to 62mph in just 4.5-seconds (4.3 if you've got the DCT box). But like all forced induction, straight-six Beemers, they absolutely love to be played with, and if you need a one-stop shop for upgrades there's only one place to go, The Performance Company. Here's everything they list for the BMW M2, but what if you own the newer-spec Competition? Don't panic, as they have parts available for that weapon too...



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# BMW M2



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#### AIRREX Digital air suspension, £4650

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#### REMUS Exhaust, from £2547

Matched with the Pipercross filter, this will help to improve airflow – increasing performance and releasing extra horses from the N55. Oh, and it sounds insane too





Words: Midge

## DIY DAY JOBS & WEEKEND WONDERS

# WINTER DETAILING

You don't just need to protect yourself against the harsh winter elements...

**Detailing, in the winter at least, is all about protection. We all know** that there's plenty of muck, salt and fallout on the roads here in the UK, mostly due to the lovely weather we seem to have all-year-round. And, while all this may be detrimental to your car in the summer, the risk to your bodywork multiplies exponentially as the winter draws in.

Now, most of us clean our cars – it's perhaps the most common DIY Day Job of them all. However, regarding the desired outcome, there's actually two main types of detailing: there's the stuff that we do in the spring and the summer, which offers essential protection from the elements, but is geared toward making your motor look all spangdangly. And then there's the kind of detailing we're talking about here – the type that's designed for preparing your car for the harsh winter season.



There's all sorts of myths surrounding winter detailing too. We've heard just about everything over the years from applying at least five coats of wax to washing your car every time you take it out. So, with this in mind, we thought we'd put together a guide covering the real essentials. After all, we can just about see the shitty season on the horizon already... it won't be long until we are freezing our bollocks off.

## DO IT!

### 1 PRE-WASH

The first thing to do, before anything else, is get your car wet. Around this time of year, we're starting to get the heaviest concentration of grime and salt on the roads, and this will always be transferred to your bodywork, even if you can't immediately see it. Basically, the worst thing you can do is just pile straight in there with a wash mitt, as all you'll do is push the dirt around, inflicting the scratches and swirl marks you'll have to polish out later.

If you can, it's always best to carry out a proper pre-wash using suitable products to lubricate and lift off the grime. This will go a long way to reducing the risk of self-inflicted damage. But, if for some reason you can't, at the very least get your car wet with some clean water.

Ideally, of course, you'll have access to a pressure washer. These are used by professionals not just



because they make life easier, but because the water pressure alone will help to physically lift off the dirt without them having to touch the surface. With that said, if your car is wrapped, be careful not to peel up any joins or edges.

On painted surfaces, it's also advisable to use a TFR (Traffic Film Remover) on the areas of the car that get the dirtiest – the wheel arches, sills and bumpers. These are designed to chemically dissolve grime, allowing it to run off when you rinse. One last product that's become more and more popular in recent times is snow foam. This stuff can be applied with a pressure washer or a suitable applicator, and again it is used to lift off grime without agitation. I've always found that the best way to use snow foam is to start at the bottom of the car and work upwards. That way, as the foam runs off, it's replenished by the foam running down from above.

Once you've given your car a good pre-wash and a thorough rinse, you can start on the contact wash.



## THE GEAR

**Fitting Time:** Keeping it basic, a couple of hours should be plenty to get your car nicely protected.

Obviously, you're going to need some detailing kit here, and while I've highlighted the important stuff through the basic stages, that's by no means the end of it.

To be honest, it all depends on how far you'd like to take your detailing – there's all sorts of in-between products, like clay bars, pre-wax cleansers, paint restorers, glass cleaners and wheel protectants. These can all be used to good effect if, of course, you're looking to go that far.

We all know you can clean a car in minutes, spend a whole week detailing, or anything in between. What we're talking about here, though, isn't about restoring trim and winning the local show and shine, it's more about the basics of protection. The truth is that, when it comes to full-on detailing, you'll always find your own way... and the same goes for the products you choose.

### Specialist Tools:

Did you know you can get all your detailing kit, including cleaning products from most of the top brands, at your local Euro Car Parts? Well now you do, and that goes for pressure washers, polishers and those all-important microfibre cloths too!

[www.eurocarparts.com](http://www.eurocarparts.com)



## 2 CONTACT WASH

Contact washing, the bit where you're actually touching the car, is for nothing more than removing the grime left over from the pre-wash. The most important thing here is to limit the chance of causing damage by using the right kit.

First of all, and contra to popular belief, it's fine to use a sponge. The thing to make sure of is that it's a good quality detailing sponge, and not those nasty cheap items that builders use for grouting your bathroom. Many prefer to use a wash mitt, but just remember that a deep pile mitt is designed to trap dirt in the fibres, meaning you need to clean it out in your bucket as much as possible to avoid scratching when it gets fully loaded with



muck. You don't have that problem with a decent sponge.

Speaking of buckets too, you'll want at least two. There are all these flashy professional detailer's buckets out there, with grit guards and all sorts, but by far the most effective way is to use multiple buckets. One containing your cleaning agent, and a bucket of clean water for rising out your mitt/sponge, at the very least. And don't forget that warm water is much more effective for cleaning than cold water... plus, as a bonus, you're less likely to freeze your fingers off.

The last thing to consider is your shampoo.

There are loads out there, and many contain all sorts of silicone, oils and drying agents. These work well for adding gloss too, but for this job in particular, they can be pretty futile. We're looking more for cleanliness here, as the gloss will come later, so a powerful shampoo designed to remove old waxes and sealant layers is the best for this stage if **you** can find one. Failing that, you'll just be **removing** the shining agents in the later stages – not a massive problem.

The main thing is to **never** use household washing **up** liquid instead of proper car shampoo. These usually contain loads of salt and can do more damage than you might actually think.

Now you know **what** you're doing, you **can** get cleaning. This time work from the top of **the** car down, so you're **not** dragging grime **upwards**. And then give the **whole** lot another rinse.



## 3 DRYING

We've all done it, washed our cars, dried the windows, and then said sod it. In this case, though, it's important to dry the whole car, every inch of your paint or wrap, before you can move on to the surface preparation stage. But, before you go reaching for that leather chamois, bear in mind that all you really need is a good quality microfiber cloth.

Traditional leathers tend to be treated which can leave chemical smears on your paint and, even worse, they can trap any leftover dirt, dragging it along the surface as you dry.

A microfibre cloth or a professional drying towel, however, has a deep pile surface designed to lift away dirt from your bodywork and bury it in the fibres. Handy stuff!

With painted surfaces, it's also a good idea to use a quick detailer or drying aid on each panel to further lubricate any remaining dirt. You may have missed more than you think. For matt wraps, I'd tend to avoid any drying aids or detailers. They're not strictly needed on gloss wraps either, but many still use them, which is fair enough.

## 4 SURFACE PREP/POLISHING

The next stage revolves around preparing the surface for the LSP (Last Stage Product) protection you'll be whacking on later. The idea is to make the surface ready to accept a wax or a sealant layer and help it to stick. As I said before, many shampoos contain silicone and oils, which are great for gloss (known as levelling the optical finish), but not for letting LSPs bond to the surface. These chemicals need to be removed and the easiest way is with



a solvent wipedown. With a wrap, you can jump straight to this stage.

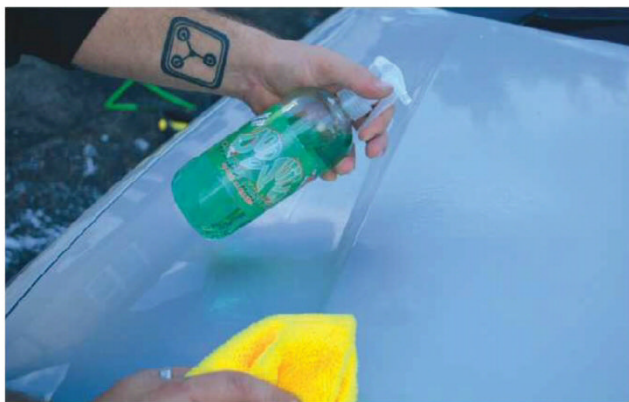
For painted surfaces, though, there's other stages like decontamination and paint correction to consider. We all know what this involves – clay bars, machine polishers and all sorts of pre-wax cleaners and sealants.

Once again, it's down to how you want to spend your time. While it's never a bad idea to

decontaminate with clay and cleansers, or to machine polish your car to perfection, it's not essential here. To be honest, your car is going to get dirty over winter, that's a given, so you don't have to go full bore. I tend to do a bit of claying and then move on. I'll do the heavy stuff in the spring anyway.







## 5 SOLVENT WIPE

This is an important stage, and the one that everyone forgets. As I said, wiping the car down is essential for removing any last contamination from silicones and oils, along with polish residue, clay lube and anything else that may still be on the surface. This will help your LSP bond over winter – which is kind of the point of the whole thing, right?

The same goes for both wraps and paint; they'll need a good going over with a clean microfibre and a suitable alcohol-based solvent. There are many schools of thought here: some say you can use panel wipes, white spirit or even vodka... in Cuba I've seen people use white rum. In reality, though, the best stuff is a proper tar remover, or a glass cleaner containing no more than 20-50% IPA (Isopropyl Alcohol). Once you've wiped down the car, panel by panel, you should have a surface that's perfect for LSP adhesion.

## 6 PROTECTION

Nowadays, there are quite a few dedicated products that offer protection for gloss and matt vinyl wraps. These are usually a spray and wipe affair, making everything simple. We'd always recommend these, as they're perfect for the job, and while it is technically possible to use a sealant or a wax on a gloss wrap, they need to be extremely mild. Many LSPs contain extremely harsh solvents which can soften the surface of the vinyl, allowing dirt to become ingrained. If in any doubt with a wrap, just leave it alone, they're designed to be pretty hard-wearing anyway.

When it comes to paint, again there are two schools of thought. Some like to use natural waxes,



which generally offer a sacrificial layer and a nice, warm gloss.

Others (including myself) prefer man-made sealants and ceramic coatings purely for protection purposes. These are usually engineered to repel grime and tend to last longer. Basically speaking, I don't want to be applying any more LSPs to the car until the springtime (you lazy bastard - Jules), so longevity is everything in my book.

All this is down to how LSPs work on a molecular level; I can only speak in general terms, of course, as it's not the same for every product out there. But a natural wax will usually have a random structure of molecules, which is what allows grime to penetrate and stick. Sealants, on the other hand, are

developed to have tight-knit molecules arranged in a regular fashion, specifically to stop dirt sticking. A good analogy would be the difference between wet plywood and chipboard – the randomly-placed wood fibres in chipboard will always let more water in. It's all in the science.

Anyway, you can see that researching the product you use is important here, but at least the application is straightforward. Follow the product instructions, do one panel at a time, and buff off any residue. Unless you're going for a few coats (which is always a good idea once the car is dry), that's about your lot...



## 7 MAINTENANCE

Except of course, it isn't. I mean, we all know you have to wash your car every three seconds over the winter, right? Well, that's actually quite a common mistake. The only instances when you should be washing your car more than once a month in winter is if you have an old skool motor that's susceptible to rust, or if you have exposed metal. For the vast majority of cars, it's better to



limit the cleaning simply because it's easy to do more harm than good. The only exception to the rule is your wheels. These will come into contact with a lot more road salt and corrosive brake dust, so it makes sense to give them a once over a little more often, especially if you're not using a wheel sealant or other protection product.

When you do decide that your car needs a maintenance wash, the most important thing to remember is to use products that are non-stripping, meaning they won't wash off the protection layers you've just applied. That and always (and I do mean

always) pre-wash, preferably with a decent, non-stripping snow foam. And that's it – everything you need to know until the springtime!





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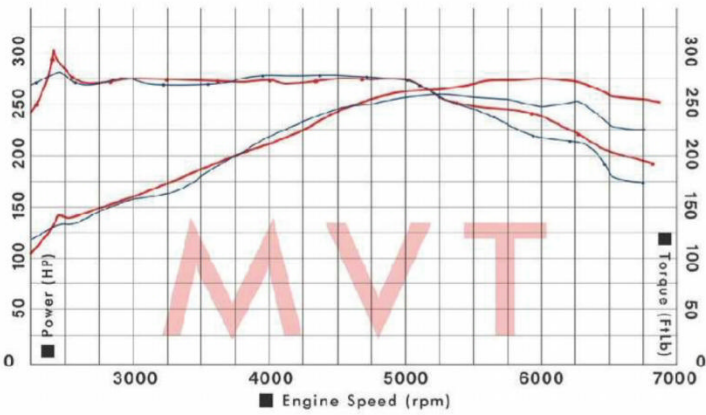
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Photography: Simon Ward Car: BMW E82 Coupé Owner: Danny Webster



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THE FC PORTFOLIO



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**VALID UNTIL 29<sup>TH</sup> FEBRUARY 2020**

# Winter<sup>2019</sup>

## PROMOTION

Valid until 29<sup>th</sup> February 2020



### **There used to be a time when car modifying existed**

in a microcosmic scale. Our modding reference points were primarily anchored in the local shows and meets we attended, with the glossy splendour of magazines showing us how these trends were playing out in a broader sense across the country. Any awareness of what people were doing in other countries was generally gleaned from the odd borrowed mag from a mate who'd been on holiday, or a late-night segment on some random documentary series. Not today, though. Social media has changed everything. That little device in your pocket opens you up to a whole world of modifying trends – as soon as you've seen a new idea in America or Japan or Sweden or Australia, so have countless other people and everyone's racing to try it out with their own unique twists.

### **SO-CAL MEDIA**

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When Tim Berners-Lee first set about Sellotaping various ones and zeroes together to form some kind of rudimentary internet back in the late-eighties, he probably didn't imagine the full ramifications of what he was about to unleash. In implementing communication over the pioneering Hypertext Transfer Protocol, he enabled easy and instant communication with computer users at various points across the globe, envisaging knowledge-sharing, business aids, military applications and scientific fellowship through the World Wide Web. But did he picture us, a couple of decades or so later, trawling his spangly internet for photos of cars, so that we can share a cheery 'dude, where did you buy that ducktail?', or 'sick wheels, bro'? Er, no, possibly not. Nevertheless, this is where we find ourselves. And it's this behaviour that makes Kieran Hope's bagged BRZ build such a thoroughly modern affair. The whole thing can basically be blamed on Instagram.

"The BRZ is my second car; before that I had a 2014 Ford Fiesta Zetec 1.25," he explains. "Within around three months of passing my driving test, the Fiesta was lowered on coilovers and had a set of 3SDM wheels. During this time, at age 18, I realised my passion for modifying cars and quickly started to follow builds on Instagram – that's when





# NET GAINS

Words: **Joe Partridge** Photography: **Matt Clifford**

This extravagantly cambered BRZ is a fashion-forward build for a connected generation. Taking inspiration from social media and running it all through his own cerebral filter, Kieran Hope's built the low-slung coupé of his dreams...





## HOT RIDE



Not your average levels of fitment here



I learned about the US car scene, and specifically the GT86 and BRZ. I quickly fell in love with the 86/BRZ platform and how they looked when lowered with crazy negative camber. I had to have one!" So the search began in early 2016, with the tasty bits from the Fiesta being sold off so he could start pooling some funds. Kieran opted to set his sights on a BRZ rather than a GT86 simply because the Subaru can be found in World Rally Blue, which is arguably cooler than any of the stock Toyota shades – and this is actually by far the more unusual choice as the GT86 massively outsells the BRZ in the UK, so you often get people peering at the Subaru badges in total confusion.

"When I eventually found the perfect BRZ that fitted my requirements, I got the train to Twyford after work in central London, and drove it back home. It was only just two years old, a 2014 model, and had 15k miles on the clock. And before I'd even bought it, I'd already started collecting parts for it..." Yep, this is truly a build of vision and forethought, as those endless evenings spent scrolling through Instagram for #baggedBRZ and what-have-you had given Kieran a very clear idea of what he wanted to achieve with this project.

### CHANGING HIS STANCE

"I had already shipped over the Valenti rear lights and lower light bar from the States," he continues, "so within forty-eight hours of owning the BRZ, the lights were stripped and changed out for the Valentis. Over the rest of 2016 and '17, the car received a Cobra cat-back exhaust system, Tein coilovers, and various different sets of wheels. Then, eventually, in 2018 I made the decision to pursue the dream and build a stanced and cambered BRZ."

The suspension setup is the real big-ticket item of this project – in Kieran's words, "it's where the detail is" – and in May 2018 he booked it in to have a full Air Lift Performance setup installed, complete with 3P management. Naturally it

### OWNER PROFILE:

**Name:** Kieran Hope

**Age:** 22

**Instagram:** @kieranphope

**First car:** 2014 Ford Fiesta

**Favourite car:** Porsche 911 Turbo S

**Favourite mod on your car:**

Negative camber

**Favourite show or event:** FittedUK

**Track day or show and shine:**

Show and shine

**Lessons learned from this project:**

The police aren't fans of negative camber... oh and show cars are money pits



would never be enough to fulfil those long-held (and social media-fuelled) aspirations to simply buy an off-the-shelf kit and have his BRZ sitting precisely like every other bagged hachi-roku on the scene; no, he'd put too much thought into the finished result to settle for mainstream, even if it was an already skewed version of what the term might represent. "I imported the Racer X camber arms from the States," he explains. "The full setup, which was completed earlier this year, includes Racer X front lower control arms, Racer X front tie rod ends, Racer X rear upper control arms, Racer X rear toe links, and PBM rear lower control arms. With all of this set up, I'm now running -10° of negative camber at the front, and -14° at the rear."

While all this was going on, Kieran had also been putting serious thought into which wheels would be ideally placed to edge out at such extreme angles; having been through a variety of sets, in December last year he bought himself a set of 16-inch BBS RS faces and sent them off to Dan at Wheel Unique to reimagine them as something spectacular. Stepping up to 18-inch in diameter, they now weigh in at 9-inch wide at the front and an extra inch out back, properly filling those arches when the Scoob airs out.

"I then went direct to Subaru to get the 2017-spec facelift front bumper," he goes on, "and once I'd collected





“he’d put too much thought into the finished result to settle for mainstream”



together all the necessary parts I sent the car to TUK Customs in May to have the front end, roof and rear bumper freshly painted. Mark at TUK did an amazing job.” That facelift nose has enjoyed a foglight and headlamp washer delete, while also being treated to a set of DRLs that are only available on JDM facelift models. The tidy VLand headlights have a HID kit hiding inside, and the aforementioned Valenti lower light bar at the rear has been custom-wired to illuminate along with the taillights.

“I was really pushing myself to ensure the car was ready for the 2019 Players Classic at Goodwood,” says Kieran. “Within a week of collecting it from TUK Customs, I’d stripped all the factory suspension arms and started installing the new camber arms. This took a number of weeks to perfect the fitment on each corner – specifically the front. The rear camber is fairly easy to achieve, however the fronts take a lot more time and precision to optimise the fitment. To get it spot-on at the front involves a lot of problems, such as the wheel rubbing the bag, the bag rubbing on the strut tower and so on – not an easy task! I slotted the front struts and fabricated the strut towers to allow more room for the airbags, allowing more negative camber, and eventually got it just where I wanted it.”

Just as Kieran hoped, the BRZ received thunderous

#### ALL FOR THE 'GRAM

Remember Hipstamatic? Yeah, we liked that. Back in the Bebo/MySpace era, that was a cool app which allowed you to snap photos with your phone and apply all sorts of retro filters – it could have been massive, except that Instagram came out shortly afterwards, using exactly the same idea but also adding a social element. Suddenly you could click on hashtags and see similarly filtered pics from all over the world! It’s hard to quantify just how significant this app has been for the global modifying scene too – it’s a really simple and shareable way for people to run build threads on their cars, generating excitement before big show reveals, showing methods of offbeat mods, comparing and contrasting and growing communities. Some people dismiss it as a frivolous platform, but there’s no denying that for a lot of tuners, businesses, clubs and enthusiasts, Instagram has had an unprecedented impact. Just look at this BRZ – how different would things have been if Kieran hadn’t been able to scroll through Insta for inspiration from across the globe?



You can’t deny that this thing is sitting pretty



## HOT RIDE



approval when it belly-shimmied its way onto the venerable tarmac of the Goodwood paddock, his Instagram going nuts as people swarmed around the car brandishing their phones and grabbing mad scenes for the 'Gram. "A lot of people recognised that my BRZ was the first 86/BRZ in the UK to have front fitment, and this meant a lot to me because of all the time and effort it took to get it right," he grins. And with that, the job was done. His very own social media celebrity, lovingly crafted by his own hands with a little help from the right people, and smashing the scene wide open with its obscene approach to camber. There's levels to this shit, you see. Seeing this BRZ in motion is akin to observing the Crazy Frog and the dancing baby Rickrolling Leeroy Jenkins while Keyboard Cat fights Nyan Cat and Homer Simpson slides slowly backwards into a hedge. We're not in the real world any more, not by a long way. But we're cool with that. ■

## TECH SPEC: SUBARU BRZ

### STYLING:

World Rally Blue, 2017-facelift front bumper with foglight and headlight washer delete, JDM Subaru DRLs, VLand headlights with HID kit, Valenti LED smoked side repeaters, Valenti taillights, Valenti rear lower light bar, OEM 2015 shark fin antenna, resprayed front end, roof and rear bumper

### TUNING:

FA20D 2.0-litre flat-four, Cobra non-resonated cat-back exhaust system, 6-speed manual

### CHASSIS:

9x18in (front) and 10x18in (rear) BBS RS, Air Lift Performance struts with 3P management, Racer X front lower control arms, Racer X front tie rod ends, Racer X rear upper control arms, Racer X rear toe links, PBM rear lower control arms

### INTERIOR:

Stock BRZ

### THANKS:

"Thanks to Martin at 07 Autocare for the outstanding detail and ceramic coating. Thank also to Mark at TUK Customs for the amazing respray on the BRZ, and to Dan at Wheel Unique for building the wheels to perfection."





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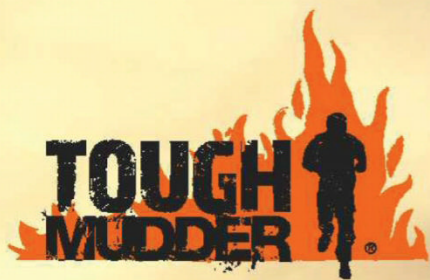
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# **TOYO TIRES**





# TOP 10 WINTER TIPS

**Ho, ho, ho – it's nearly Christmas!** Well alright, not quite, but the seasons are definitely shifting; the nights are drawing in, the gritters are champing at the bit to get out and spread glistening salty treasures all over the nation's highways, and you're probably tucked up on the sofa under a blankie with a nice cup of cocoa. Time for a boxset and a pipe of Pringles, right? But before you settle in, how about taking a moment to consider how the winter affects you and your motoring? Because there are a few things that you really should be thinking about in the winter months – after all, you don't want to get stranded in a snowdrift at 3am. You might get eaten by a polar bear.



## TOP TEN WINTER TIPS

### Vision and visibility ►

It's really important to make sure all your bulbs are working, and that the lenses are clear of dirt, ice or snow. It's vital to see, obviously, but also to be seen! And ensure that your lights are actually turned on in iffy conditions too – the number of drivers you see in the dark with nothing but their front DRLs illuminated, not realising that this doesn't turn on the taillights, is pretty frightening. Keep things legit by lighting that ride up like a Christmas tree.

You'll also need to clear dirt/snow off your number plates, and be sure to get rid of any snow from your roof, bonnet or boot – you don't want it flying off and hitting someone when you're on the move. Please, please don't be one of those wallies who clears a letterbox-sized peephole in the ice on their windscreen; all your windows need to be clear so you have proper visibility, otherwise you could cause all kinds of mayhem. Keep your washer bottle topped up with screenwash too, and make sure your wiper blades are OK – slushy spray mixed with dazzling winter sun can be a nightmare. And check that your wipers aren't frozen to the screen before you depart!



### Check your battery ►

It's a true-blue fact that the majority of 'failures to proceed' in winter are down to battery failure. It's not a part you might not give a lot of thought to, but when it stops working it's suddenly the most important part of the whole car! And they don't last forever – it's common to replace a battery after around three years, and after four or five years they'll most likely be getting seriously unreliable. This will be all the more noticeable in winter, because winter driving puts a lot more demand on the battery; think about it, on a cold and frosty morning you're probably going to climb in the car, start it up, put the heater on full, turn on the rear screen heater, click on

the wipers, turn on the headlights, maybe crank up the heated seats if you have them, switch on the stereo... it's a lot of load to put on a battery, and if it's tired it'll give up the ghost pretty quickly with that sort of abuse.

So it's important to check the health of your battery. You can do this with a multimeter – a fully-charged battery should be showing 12.6 volts or above; when the engine's running it'll be more like 13.6 to 14+. If your battery is showing noticeably less than this (or if you don't have a multimeter, or the don't feel confident to check it yourself), err on the side of caution and buy a new battery.





### Crack out the lube ►

It's maybe not something you'd immediately consider, but a bit of lubrication can be extremely handy in the winter months. You see, it's perfectly possible when it gets really cold and icy for your door seals to ice up and freeze themselves shut. Ask anyone with pillarless doors, this is a particular problem – it's not an uncommon winter sight to see first-gen MINI owners climbing in through the boot because the doors are frozen shut, while Impreza owners swear vividly at their life choices. But it doesn't have to be this way. Get yourself some Gummi Pflege (which is available from Amazon and motor factors, or eBay) and apply a thin smear around your door seals. Problem solved! You can also use Vaseline for a quick fix, although be aware that this does tend to eat into the seals. Oh, and a squirt of WD40 in the lock mechanisms will keep them moving smoothly.



### Check your anti-freeze ▼

As you hopefully know, your coolant system isn't just full of water, it has antifreeze in it too. To make sure you've got the right ratio use a ready mixed antifreeze to keep your coolant system effective in winter, but check your handbook to make sure you have the right type (pink, blue or sometimes even purple). Just make sure it's the same colour as the stuff already in your system.

One interesting option is to convert your engine to run on Evans waterless coolant – this is great for performance cars in summer as its boiling point is over 180-degrees centigrade, but also ideal for winter as it doesn't freeze until way below -40 degrees. Of course you don't have to go this extreme, as -40 temperatures are pretty infrequent in the UK... but do make sure your antifreeze situation is in check.



### Driving in snow and ice ▲

Don't be a dick, basically. Just take it easy – you may think you're impressing everyone with your icy J-turns and car-park donuts, but you'll never live it down if you spin into a tree.

And some tips if you're having trouble: if it's tricky pulling away from a standstill in snow and ice without helplessly wheel spinning, try pulling away in second gear. Don't stop on icy hills unless you really have to, and if you're driving downhill, creep in a low gear to make the most of the engine braking, and avoid applying the brakes harshly. If you find yourself starting to skid, release the brakes and turn into the slide (i.e. if the rear is skidding right, gently steer right). Don't panic. All your inputs need to be measured and calm. The key mantra to remember to prevent loss of grip in most low-grip situations is: high gear, low revs. Yes, it's fun to play in the snow, but only if you're not in danger of hurting anyone!





## TOP TEN WINTER TIPS

### Sort out your tyres ►

Obviously you don't want to be running R888Rs in the snow, that's probably not going to end well. But most of us keep using our performance summer tyres right through the winter, and it's a point worth considering. It's not a legal requirement in the UK to fit winter tyres, and you may baulk at the cost; however, they do offer incredible gains in grip and safety over summer rubber in icy conditions. Recognisable by a snowflake symbol on the sidewall, winter tyres have a softer compound for improved low-temperature grip as well as fine grooves cut into the treadblocks for better traction. Braking distances will also be significantly improved. A Fiesta with the right tyres will carve through a snow-bound road far better than a 4x4 with the wrong tyres. It's just common sense. And remember, they're not just intended for snow and ice – they're designed to offer optimal grip in all conditions when the mercury dips below 7-degrees Centigrade. This is why many drivers swap to winter rubber in October and change back in March.

What's particularly worth thinking about, however, is the idea of all-weather tyres. Because why have two sets when you can have one that does everything? Toyo has developed a new design, the Celsius, which represents a smart choice for comfort and safety all year round. Optimised for small and medium-size cars, the Celsius delivers control on snowy and wet roads, thanks to the technical tread design and innovative components in the compound, combining to provide highly versatile performance for continuous safe motoring, whatever the conditions. Essentially, when the weather changes, your tyres don't have to. [www.toyo.co.uk](http://www.toyo.co.uk)





## Keep your car covered up ►

With Mother Nature throwing so much weather at your car, it's a good idea to put a cover over it when you're not using it, right? And we're not talking about one of those five-quid plastic jobs you find in the middle aisle in Lidl – the technology's moved on a bit, and as long as you buy a good one and fit it properly, your pride and joy will stay protected. The most important thing to remember is to always cover your car when it's clean, so the cover isn't rubbing dirt all over your paint when it moves in the wind; don't put a cover on when the car's soaking wet, make sure the edges aren't in contact with the ground, and if there's snow sitting on it, brush it off.

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## Keep a jump pack in your car ◀

We've already discussed the importance of making sure your battery's tip-top, but there's still always the chance that it could unexpectedly leave you stranded – in the stress of a blizzard it's easy to leave your lights on! So having something like a Silverline Powerbank in the car is a great idea. This compact little power pack is a handy thing to have in the glovebox in case you need a jump start, plus you can use it as a torch and a phone charger too! That means if you get stuck in an Arctic apocalypse on the motorway, you'll still have enough juice in your phone to tweet about how annoyed you are about it.



## Be prepared ►

That's what they always told you in the Guides and the Scouts, and it's impeccable advice. It'd be heinously embarrassing to die of frostbite in your car – imagine the eulogy, people would be sniggering – so make sure you keep a spare hoodie and bobble hat in your car. There's a bunch of other stuff you should be keeping in there too: first and foremost, always ensure there's at least a quarter of a tank of fuel in your car to save you getting stranded in the tundra. Also, make sure you have some drink, blankets, ice-scraper, gloves, packaged non-perishable foods, folding shovel, tow-rope, jump leads, and a pair of thick socks. Check that your phone's charged before driving anywhere, and if you're making a journey in potentially perilous conditions, always tell someone your route first. It's also a good idea to keep a small tool set in your car, to carry out any necessary running repairs instead of waiting for the AA.





## TOP TEN WINTER TIPS

### Keep it clean ►

Winter is horrible for paint. Along with all the rain and slush and general dirt, you've also got the horror of salty grit to consider. So you'll have to reconsider your car-washing strategy, as it's rather different to how you'll go about such things in the summertime (check out our guide on pg44). The most important point to remember is that you want to avoid too many contact washes, in order to eliminate the risk of all that extra dirt and grit scratching your prized paintwork. Thankfully Meguiar's have a two-stage solution to winter washing that stops it being a horrible nightmare and ensures that your ride's looking slick all year round.

Step one is to use the Meguiar's Hybrid Ceramic Wax. There's some sort of witchcraft to the chemistry of this; basically after you've carefully washed your car in early winter (being ever mindful of that grit), you spray on some of this stuff, then rinse it off with water, the final rinse helping to spread the wax around evenly. Then you dry it off as normal with your favourite microfibre towel, and you're left with ceramic protection that makes sure the dirt doesn't stick!

Step two, for the rest of the winter, is to make sure you're washing each time with Meguiar's Ultimate Snow Foam. They've got a hardcore new formula that creates an intense foam, clinging to paint and loosening all that dirt and grime. It gives you a swirl-free wash that doesn't compromise the wax protection. Job done. [www.meguiars.co.uk](http://www.meguiars.co.uk)



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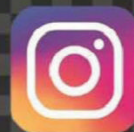




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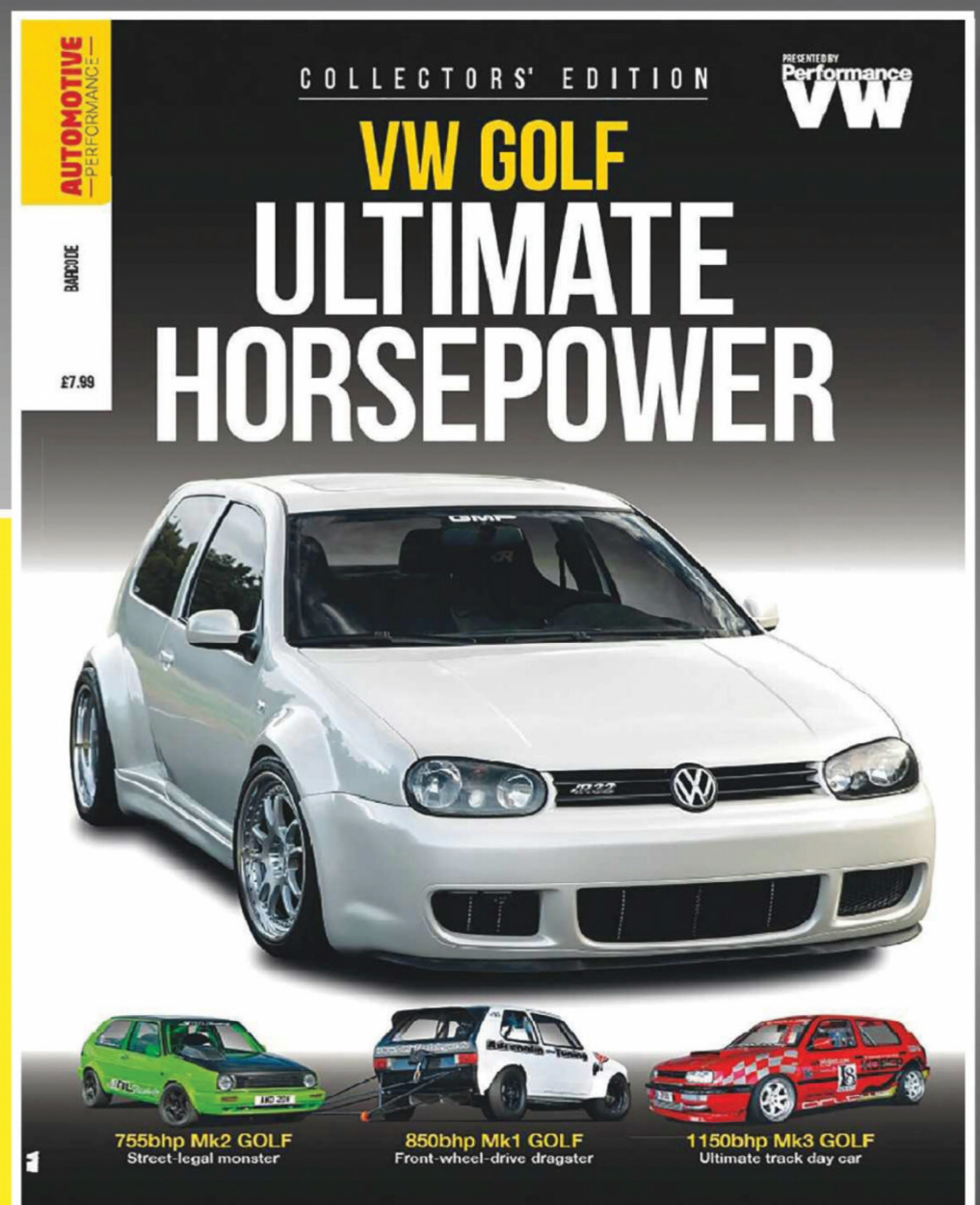
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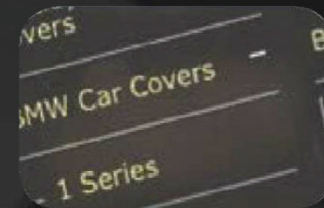
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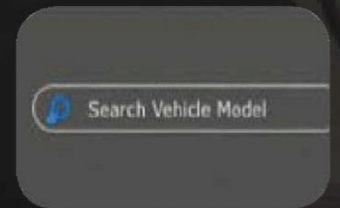
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# GYMKHANA GRID FINAL 2019 – WARSAW

**"Alright mate, wanna go to Poland next week? Drink some beer, eat good food and hang with some Monster Athletes?"** asks Midge. "Sure, what's the catch?" I reply. "We've gotta do a report on the Gymkhana GRiD final."

So, here's that very report. But before we reveal that former WRC Champion Petter Solberg won (doh), and you think these pages are simply here to fulfil an obligation after a four-day jolly in Warsaw, there's actually a very cool and fitting angle to all of this.

Not wanting to blow our own trumpet, but Monster have tried to get us to a few finals in the past, and I've always found an excuse not to go, and not just because two of them were held at Santa Pod. But because, and I'm going to be brutally honest here, I'm a bit of a motorsport snob and Gymkhana GRiD was basically born from Ken Block's publicity juggernaut of the Gymkhana videos he's so famous for. But, and it's a big but, from its incarnation in 2012, Gymkhana GRiD has got bigger and better each year and it's become a bit of a big deal in recent times – hence the likes of Petter Solberg and Daigo Saito making the journey to

Poland. This isn't the reason we decided to finally take a look though. No, the reason is that modified road cars can take on professional D1 and WRC cars on the same tarmac. That's right, it doesn't matter what motorsport discipline you're from, you're only categorised by the drivetrain of your vehicle. Where else does that happen in professional sport? It would be like me playing Roger Federer at some

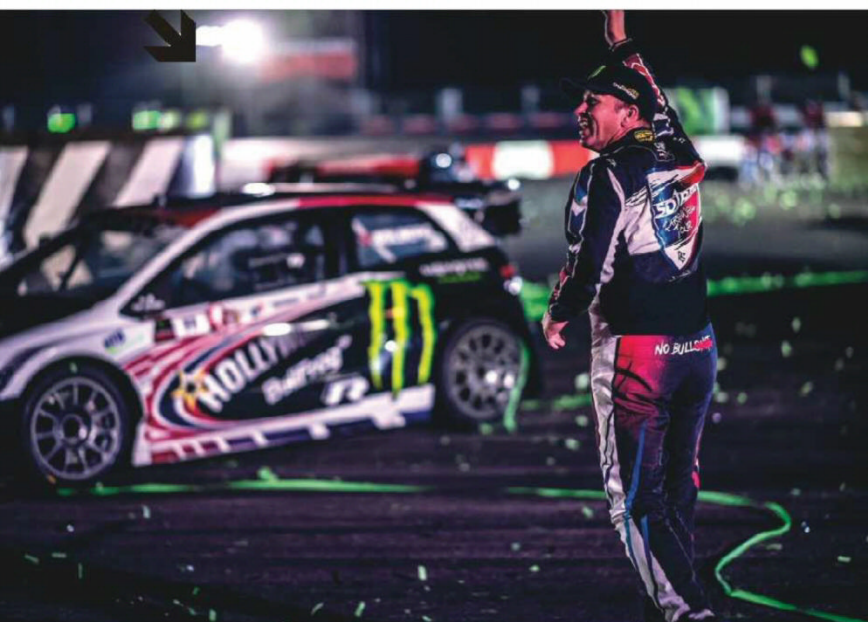
kind of hybrid-tennis match. But whereas I'd get my arse kicked by Roger, the Pro-Ams don't at GRiD.

This year's RWD winner was won by Mantas Sliogeris in an MX-5 that he built in his garage. He drove it to Poland from London, beat the likes of Baggsy and Daigo Saito, and then drove the bloody thing back to London! And that, is just about the coolest thing in the world!





## OUT THERE



### Winners

#### AWD:

- 1 - Petter Solberg
- 2 - Oliver Solberg
- 3 - Riku Tahko

#### RWD:

- 1 - Mantas Sliogeris
- 2 - Pawel Korpulinski
- 3 - Christos Chantzaras

Top Pro-Am:  
Jonathan Buck

### MX-5 Monster

Mantas Sliogeris is our new hero, not only was it completely apparent that he's a talented wheelman, but he obviously knows what he's doing when it comes to building perfectly balanced cars too. The Mazda is still running its original engine, albeit with a supercharger bolted to it. This combo was good enough to knock out cars with over twice the power. There's no replacement for displacement? I think you'll find there is, and it's called forced induction and crazy-driver ability. Want to know more? No problem, a full feature on this mad Mazda is coming soon.



### The Cars

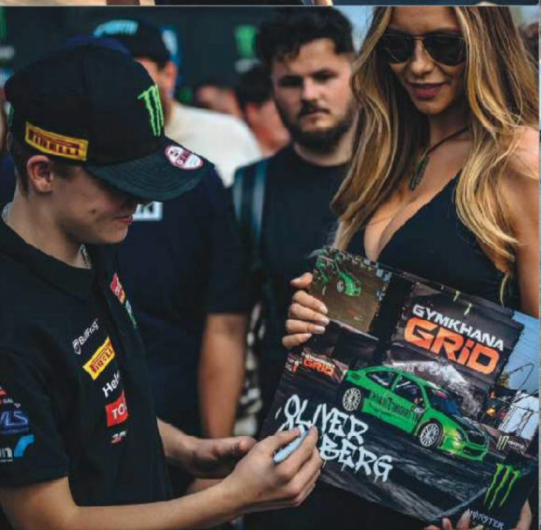
Without doubt the coolest part of the whole event was walking around the paddock and checking out all the crazy cars. We even bumped into Chris from Zero EV who was there with his Tesla-powered Skyline. Christian Bakkerud's 692whp Nissan Cefiro A31 sounded insane, and Kenny from the Block's Escos was super cool too but the highlight for us was Daigo Saito's 2JZ powered Supra. A90 Supra doubters need to take a look at this beast, it's incredible.





## Father like Son

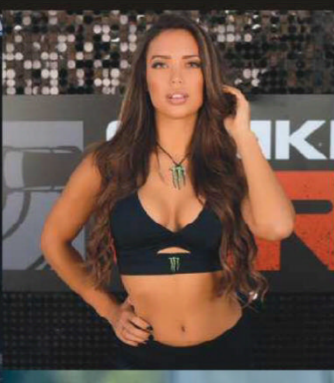
WRC and Rally Cross Champion Petter Solberg was one of the megastars to make the final, and it's no surprise that he took the win, but his closest rival was his 17-year old son Oliver. The two went head-to-head in their respective WRX cars. Oliver in a 600bhp Citroen DS3 while his dad piloted a Polo. These two were in a class of their own and the grip and performance of the WRX cars was insane, but then, they would have cost hundreds of thousands to build. Impressive, nonetheless.



## GYMKHANA GRID

## The History

Making its international debut at X Games in Los Angeles in 2013, Gymkhana GRID is all about speed and precision. Open to all those who dare to compete against other petrol heads in their own specially modified cars.





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## HOT RIDE

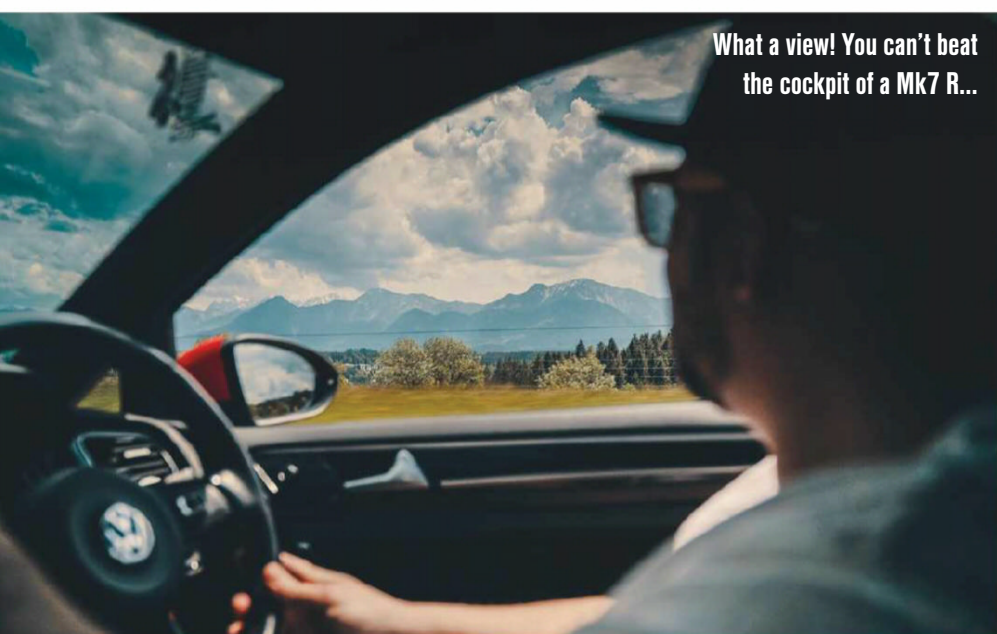
### Hot off a pilgrimage to Wörthersee, REVO's 500bhp demo car is a Golf R taken to the extreme

**Soul isn't stored in the spec list. It's the driving, the events, the people and the experiences along the way.** That's why – despite the hunkered stance, upscale electronics and 503bhp that define the REVO VW Golf R demo car – this story starts with a thousand miles of open road. "A lot of people might have preferred to be in our support van," laughs Dan Edwards, the company's marketing manager, "given that most builds with this kind of power aren't designed to drive that far. But it was really cool for me to be able to experience it, to further testify what this Volkswagen can do."

The destination was every bit as exciting as the journey: Wörthersee Treffen, the largest VW festival in the world. REVO had visited before – flying over to meet and greet with clients – but the 2019 roadtrip was the start of something much bigger. "We turned up," laughs Dan, "and we took over! It's incredible to meet our German and Austrian customers and hear how much they love our brand, and the show itself is so much fun. I'd never been before but it's always been on my list."

Dan's international interactions didn't stop at the EU borders. In an antipodean twist, the REVO team also found themselves chatting with Marty and Moog from Mighty Car Mods. "They had a Mark 4 Golf GTi with them which really should have been in a scrapyard, so we ECU flashed that," he explains, "but – back in Australia – they've got a Golf 7 R with exactly the same packs as our demo." That's what happens when tuning goes global.

Dig into the engine bay and the worldwide appeal isn't hard to parse. REVO has created this Golf by combining two distinct parts collections – the Performance Pack and the Power Pack – to throw down 503bhp and 405lb-ft of torque. "We're moving away from the Stage 1, 2 and 3 concept," Dan clarifies, "and these packages take the guesswork out of tuning. They're items you can add together and know the car will run like it should." Those peak power figures are dyno-proven, by the way, and are achieved with entirely standard engine internals.



What a view! You can't beat the cockpit of a Mk7 R...



# REVO.





# Evolution

Words **Emma Woodcock** Photography **Daniel Edwards**







The Performance Pack comes first and focuses on getting air through the engine with maximum efficiency. Hardware changes start with a three part, carbon fibre air intake system, using a finned air scoop and computer-designed airbox lid to get intake air flowing more quickly and more smoothly than standard. On the other side of the turbocharger, incoming oxygen then meets a REVO intercooler. A bar and plate design that's equipped with an upsized core, redesigned end tanks and silicone hoses, it keeps air cool so that performance won't drop off in even the hardest use. A larger diameter, stainless steel downpipe – designed with help from experts Scorpion Exhausts – completes this stage of the physical transformation. Stir in revised software and 394bhp.

It's a great intermediate package but the team wasn't going to stop there. "We know the MQB platform inside and out," says Dan, "we've become experts in it and it's really robust." To prove its point, REVO has fitted the Golf with an IS38ETR turbocharger for even more go. Retaining the original Volkswagen housing, albeit in reworked form, the uprated turbo boasts a billet compressor wheel, larger turbine shaft and a strong thrust bearing to ensure it can withstand very high power outputs. Improved high and low pressure fuel pumps, a 76mm Milltek stainless steel exhaust system and firmed up REVO engine mounts appear in support.

A Stage 3 engine control unit reflash unlocks the Golf's ultimate potential. Uploaded via the OBD port, the pre-built tune pushes the car past 500bhp, increase the rev limit and unlocks left-foot braking. A similarly extreme

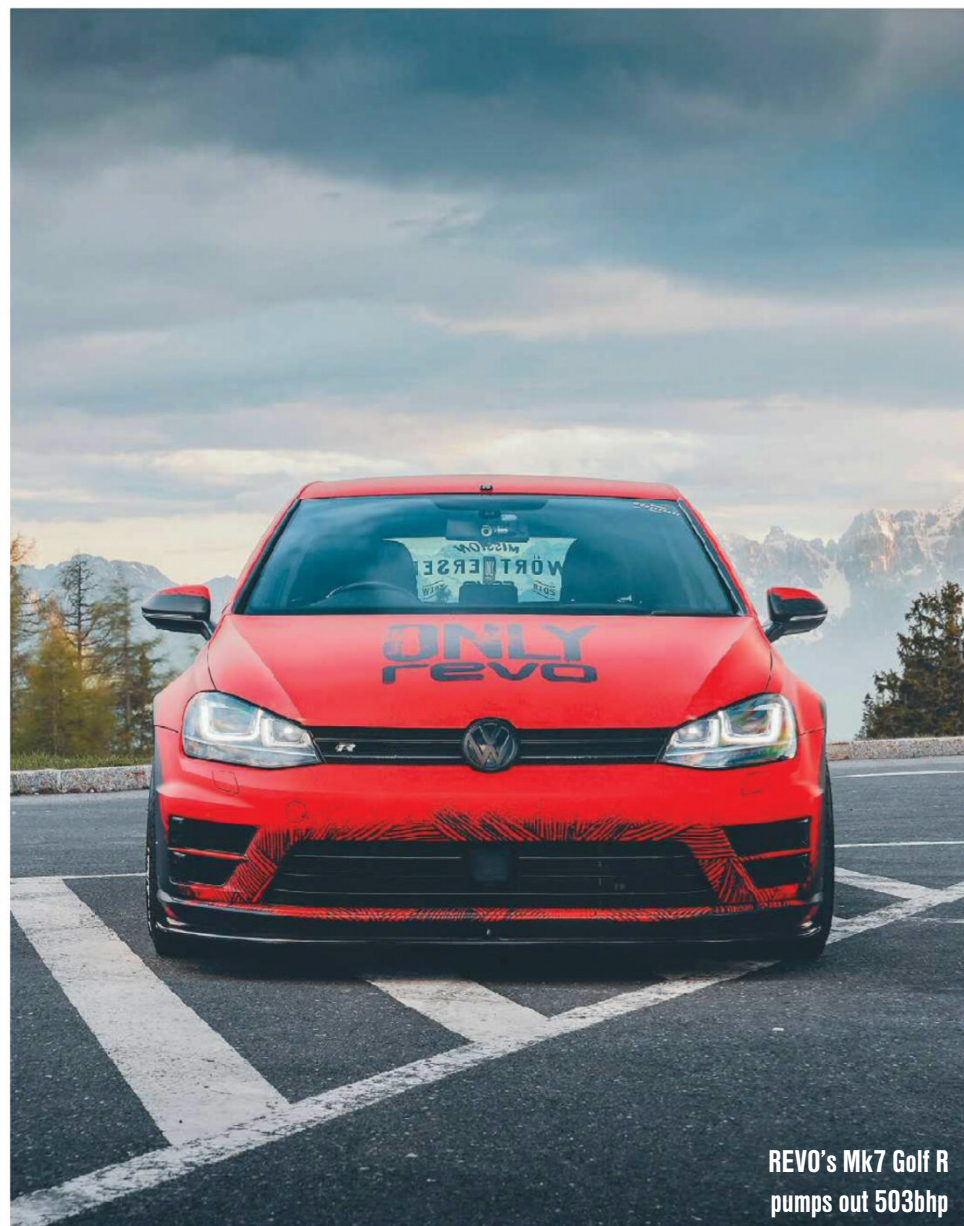
"A Stage 3 engine control unit reflash unlocks the Golf's ultimate potential"

### WÖRTHERSEE FOR YOURSELF

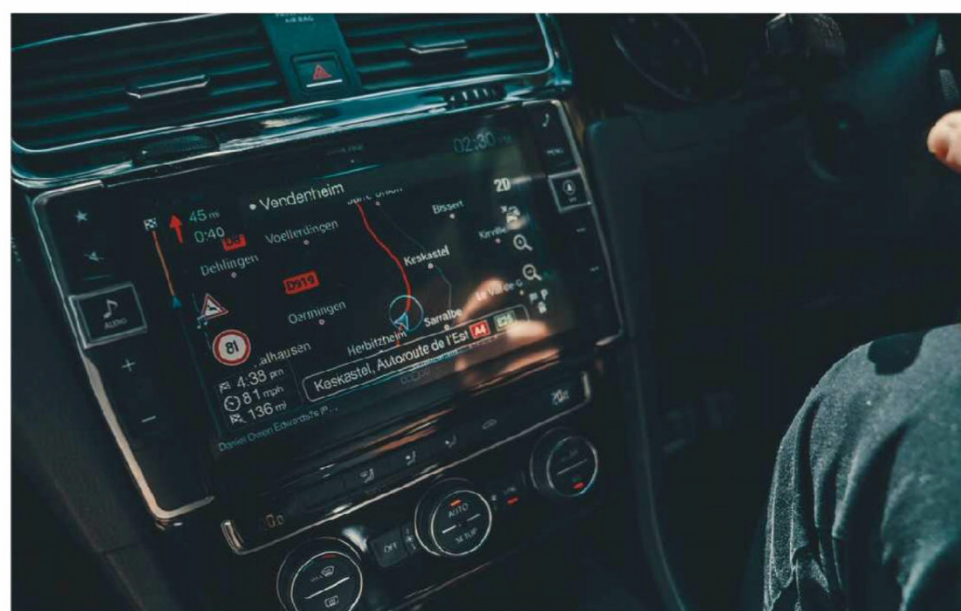
Follow in REVO's tyre tracks and the world famous Volkswagen celebration can't fail to impress. Run over four days in late spring – put May 20th to 23rd 2020 in your diary – the annual event sees thousands of cars from Europe and beyond descend on the shores of this Alpine lake. Concours, autocross, DJ sets and camping all combine to create a festival atmosphere, while Volkswagen and other VAG group brands support Wörthersee with gargantuan stands and show-specific concept cars. Sound good? Then buckle up for an 810 mile drive from Calais... or drop £100 or so on the two-stop flight to nearby Klagenfurt.

Stage 3 DSG transmission map also features. That means a raised rev limit, the removal of automatic kickdown and variable launch control that lets the Golf R rip at anything up to 4500rpm.

Running gear changes are just as radical. The original springs are gone, replaced with Bilstein height-adjustable suspension, while the stock tyres have been replaced by a set of Nankang AS-2+ performance tyres. The go-fast rubber is mounted on a set of RVO19 19 inch cast alloys. An uncluttered, ten spoke design, these rims are an in-house design that weigh just ten kilos per corner. That's just for road use. On track, where every second really counts, the Golf runs with a similar set of 18-inchers and AR-1 rubber, a Nankang design which is used in a range of circuit racing championships.



REVO's Mk7 Golf R pumps out 503bhp







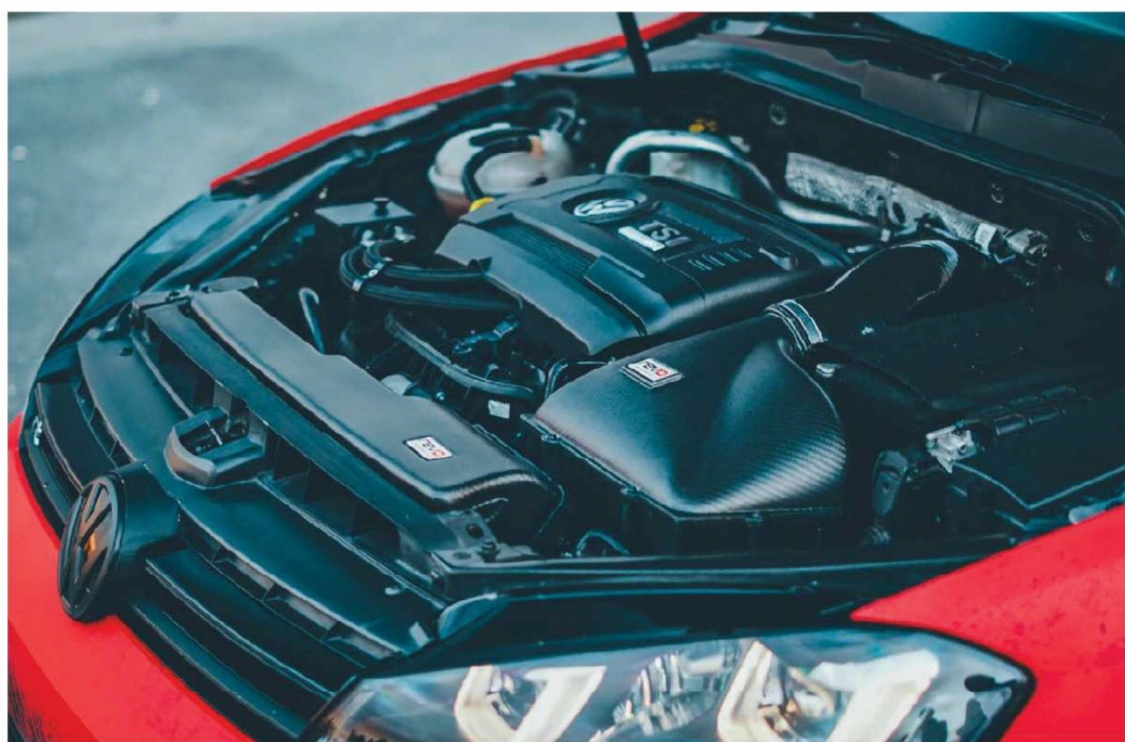
Daventry to Wörthersee is 1000-miles  
and the Golf R made it with ease

"I really do rate those tyres," says Alex Bones, a Time Attack hotshoe and the man most often asked to take the REVO Golf on track, "they're basically semi-slicks and very predictable." It's not the only thing he likes about the Volkswagen. "Passengers are often quite shocked! A wolf in sheep's clothing is the best way to describe it and people don't expect that level of performance from what is essentially a family-look car!"

#### TAKING A BRAKE

Scorching hot laps are only possible thanks to Alex's faith in the braking system. The discs and calipers are still standard at the rear but up front, where the action really goes down, every component has been touched by REVO and stopping specialists Alcon components. Where once 340mm rotors stood, the red Golf now boasts two-piece, fully floating, C hook discs which measure a full 380mm. The calipers have seen improvement too, moving from stock items to REVO by Alcon six-pot, all-aluminium pieces. Ferodo Racing pads and braided brake lines complete the transformation.

Whether it's Wörthersee or Aussie YouTubers, the REVO development programme doesn't end at the firm's Daventry headquarters. Thanks to a global selection of dealers and distributors, the modification package has landed on Golfs everywhere from the Midlands to Malaysia. It's a key strategy that ensures the Performance and Power Packs will hold up anywhere in the world. "We don't want software that just works in Britain, on British fuel, in the British climate," Dan explains. "In Russia it's



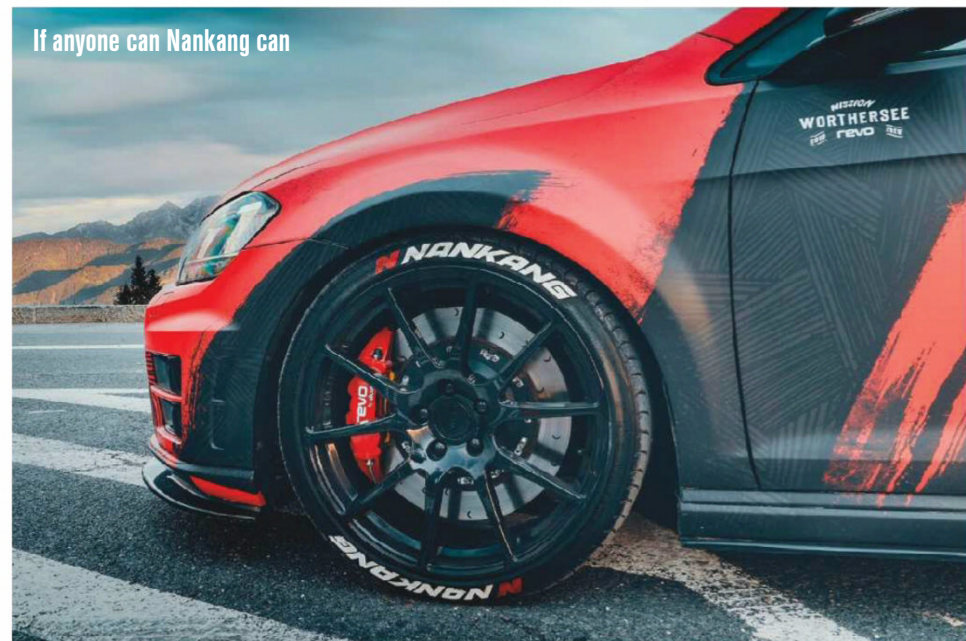
really cold and they've got poor quality fuel, while in South Africa the petrol is okay but it's hot, it's humid and Johannesburg customers are living at altitude. We have to take these factors into consideration."

The community approach is reinforced by the matte wrap, REVO and its subsidiaries all using the same look on their demonstration machines. "We designed it in house," says Dan, "the Golf used to be matte black and it was mean but so subtle that people used to walk past it. Now it looks as fast as it is and gets noticed!" Up on the roof, the pair of large numbers are to signal each





## HOT RIDE



machine's nationality and place in the REVO community. Germany has 03; Russia has 02; South Africa has 01. And Daventry? A double zero for patient zero.

Five years after the build began, the Golf is still dropping jaws at every opportunity. "It's crazy behind the wheel," Dan smiles, "but it all depends on how you drive it. Rolling around sensibly, you could put your mum in the car and she wouldn't notice the difference over something standard... but plant your foot and it opens up a whole new world. It keeps pulling; it's an insane package." With few mechanical opportunities left to explore, REVO are considering a Clubsport transformation with bucket seats, harnesses and a half rollcage but the Golf's future is all about the driving. After all, no car sets the heart racing when it's standing still. ■

## TECH SPEC: VW GOLF R

### STYLING

REVO custom full car matte wrap in red and black with double zero roof decal, black VW roundels, front numberplate delete, Mission Wörthersee rear window decal.

### TUNING

VW Golf R 2.0 TSI EA888 turbocharged inline-four with REVO Carbon Series air intake system, uprated high and low pressure fuel pumps, REVO IS38ETR uprated turbocharger, REVO turbo muffler delete, REVO bar and plate intercooler with REVO silicone pipes, REVO downpipe with sports catalytic converter, Milltek 76mm stainless steel cat back exhaust.

### CHASSIS

19-inch REVO RVO 19-inch alloys with Nankang AS-2+ tyres (road), 18-inch REVO RVO 18-inch alloys with Nankang AR-1 semi-slick tyres (track), REVO by Alcon 380mm C hook front brake discs with REVO by Alcon six-pot front calipers, Bilstein B16 height adjustable suspension, REVO MQB chassis and engine mounts.

### INTERIOR

VW Golf R interior with Alpine 9-inch touch screen central display.





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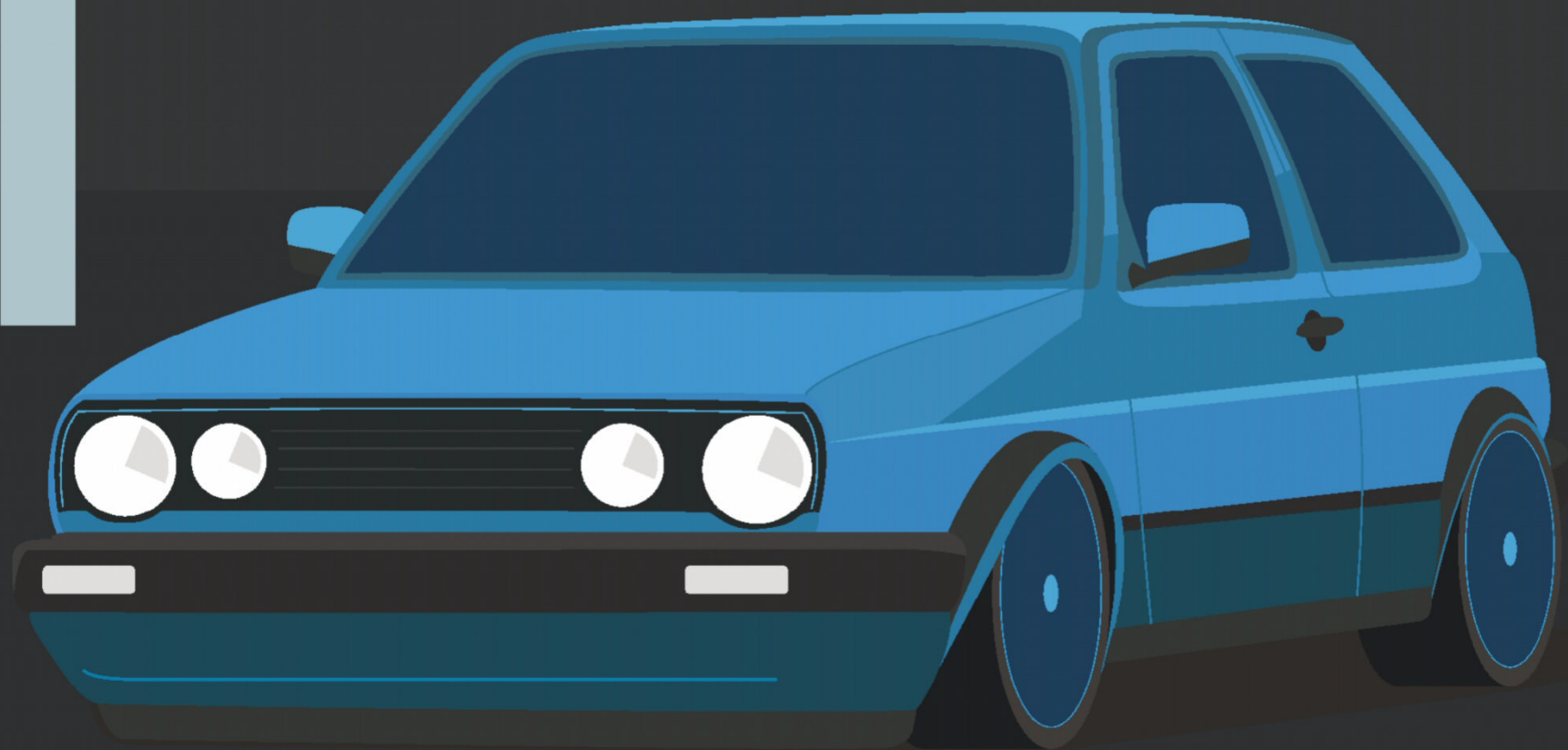


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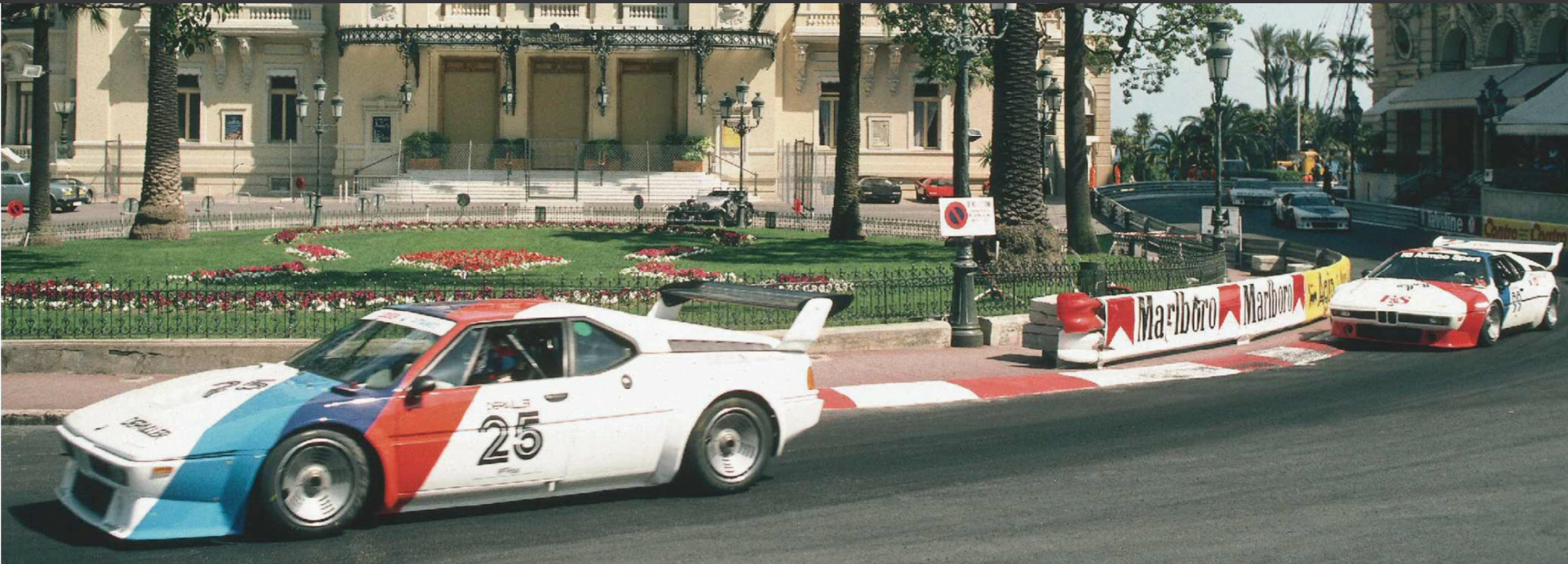
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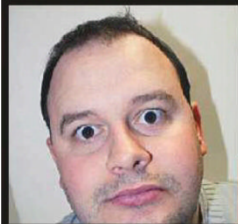
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**FAST PROJECTS**



## FAST PROJECTS



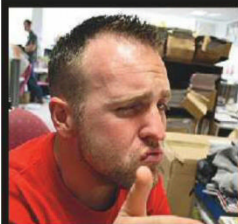
### SLIM JULES' BMW E91

**P084**

It's been another quiet month on the mods front, but the big fella has finally made up his mind on his next move.

START  NEVER FINISHED

8 MAIN MODS: BC COILOVERS • 3SDM 0.04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL



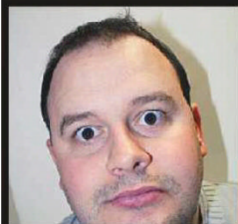
### GLENDAS' AUDI RS4

**P086**

Christmas has come early in Glenda's garage! Did someone say Rotiforms and Toyos?

START  NEVER FINISHED

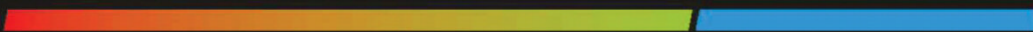
MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT • FULL AUDI SERVICE HISTORY



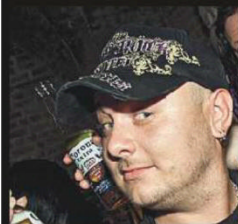
### SLIM JULES' SUZUKI ALTO

**P088**

It's the penultimate month of Fast Projects for the Ed to Ed Build Off cars, which must mean the boys have been...

START  NEVER FINISHED

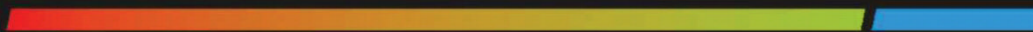
8 MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROTA RB ALLOYS • TYRE STICKERS • CUSTOM FRONT ARCHES



### MIDGE'S DAIHATSU SIRION

**P088**

... super busy tweaking their cars for the final challenge at TRAX? Well, you would have thought so...

START  NEVER FINISHED

MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROLL CAGE • POLYCARBONATE WINDOWS • COBRA BUCKET SEAT



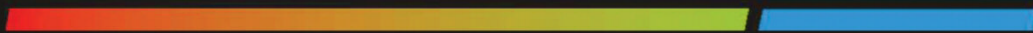
## MISSING IN ACTION



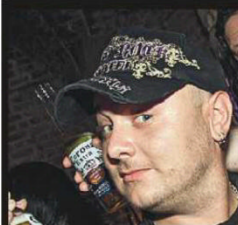
### ZERO EV TESLA-POWERED R32 DRIFTER

**MIA**

Has the EV Skyline finally run out of battery? Nope, they've just been busy moving into their posh new unit.

START  NEVER FINISHED

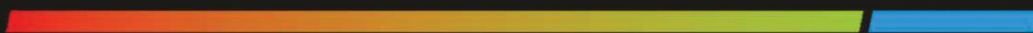
8 MAIN MODS: TESLA ELECTRIC MOTOR • PB COILOVERS • LAFFA CAKES • 19 INCH WHEELS • HEADUNIT



### MIDGE'S AUDI TT

**MIA**

Midge has been so busy modifying his Sirion, Navara, Corsa VXR and RX-8 that he's actually forgotten he owns an Audi TT.

START  NEVER FINISHED

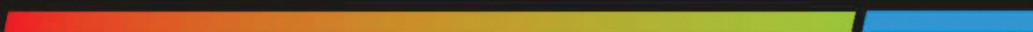
MAIN MODS: AIR RIDER SUSPENSION • COBRA SEAT • RUSHMORE 19 INCH WHEELS • ICE INSTALL



### MIDGE'S BEETLE 1.8T

**MIA**

Midge has been so busy modifying his Sirion, Navara, Corsa VXR and RX-8 that he's actually forgotten he owns a Beetle.

START  NEVER FINISHED

MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT





## FAST PROJECTS

This can only be a positive addition

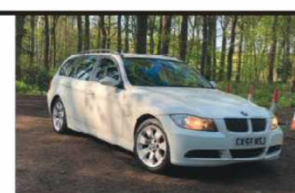


Lazer Lamps could be installed by next month...



## JULES' BMW E91 TOURING

The winter is here but I'm not leaving the E91 out in the cold. Mods are incoming...



I've just looked out the window and it's absolutely pissing it down. Lovely. Well, it's October, so we are unfortunately heading into the British winter. It's not all doom and gloom, though, as there's still a couple of shows left, and at TRAX (which would have been and gone by the time you've read this), the Fast Car stand is going to have company in the form of vinyl wrapping giant 3M. 3M will be doing demonstrations throughout the day and I've managed to convince them that covering my car in BMW racing livery would be a great idea.

One of the reasons I bought this

particular car was because of the colour: Alpine white is quite rare on the E91. And I've had visions of using the iconic blue and red BMW Motorsport colours since day one, and not having to get the car wrapped white in the first place will save some serious wedge. So yeah, hopefully by next month, the BM will be looking quite different. Plus I'm going to make a few changes to the iconic livery to make it more personal to me.

My other inspiration this month has come from our Winter Tips feature (hit-up page 61). There's nothing worse than a car with a flat battery on a cold winter's

morning, so this month I've also ordered a new battery from Euro Car Parts. And they only had one of their awesome sales on, saving me over £50!

And as you can see from the pictures above, I've included one of the new carbon fibre Lazer Lamps, as I'm thinking about bolting a set behind the bottom grills on the E91. I live in the country and there's no street lighting, so a set of Lazer Lamps will give me awesome night vision. I'm not 100-percent set on the idea yet, but once I've spoken to the guys and discussed the best option for me, I will update you next month.



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THIS MONTH

Battery..... **£57.49**

Total ..... **£57.49**

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## GLEENDA'S AUDI RS4 AVANT

New Rotiform rims and Toyo tyres, happy days...



It's fair to say mods on the RS4 have been pretty slow, well non-existent of late. But, that's all about to change (about time! – Jules) as over the coming months, you will see the bodywork being freshened up with a wrap, and, as you can probably guess from these pictures, some new wheels and rubber. The wheels have literally just arrived from our good friends over at Car Audio & Security, so I've not had a proper chance to test fit them as yet, but thought I'd crack them open for a few photos.

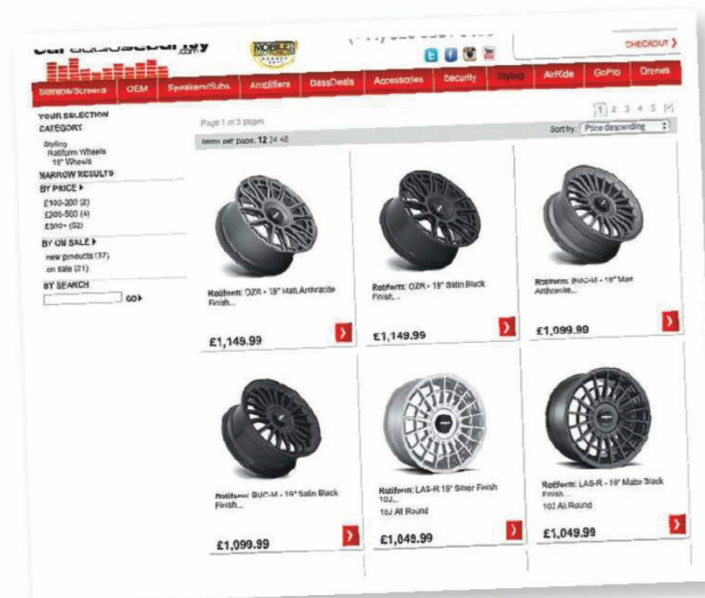
So, why the F has it taken me so long to sort out new wheels? The truth is, I am really picky when it comes to rims as I am not someone who swaps wheels every other month. Also, I've been on the hunt for something that was kind of motorsport-esque, not fully blown like a set of bright white or gold rally wheels but a bit more DTM-ish. So, I was super happy when I saw Rotiform release a collection of monoblock wheels that were a hat tip to motorsport

wheels of days gone by but with a modern twist. My biggest issue was making a decision, as I was pretty torn between the OZR, BUC-M and LAS-R. All amazing wheels, but in the end I went for the OZR option in an 8.5x19-inch. I love the intricacy of the spokes, the satin black finish and I especially like the centrelock style centre caps, so I can hide up those rather unsightly looking lock-in wheel bolts.

I have to say a big thanks to Parm at Car Audio & Security for getting the OZR's out to me so quickly, as once the decision was made, I wanted them ASAP and they arrived in less than 24 hours. Luckily CAS carry a huge amount of Rotiforms in stock, so if you want your Rotiforms in a hurry, the boys in Hayes are the ones to call. And, even if you want something that's not in stock or a custom wheel on special order, no one will get it sorted quicker. They also offer some great deals and 0% finance on various Rotiform options if you want to spread the

cost. So, if you want some new rims, get to it!

Obviously, wheels without rubber aren't going to go very far, so I got online and ordered some fresh 255/35x19 Toyo Proxes T1 Sport tyres. I am currently running these on my stock RS4 Le Mans wheels, and they've been amazing performers in both the wet and dry. So, I am looking forward to getting them fitted and hitting the twisties. Anyway, until next month, god speed...





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## THIS MONTH

8.5x19-inch ET35 Rotiform OZR..... **£1,149**  
Toyo Proxes T1 Sport 255/35x19 ..... **£478**

Total: ..... **£1627**

## CONTACTS

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**Car Audio Security**  
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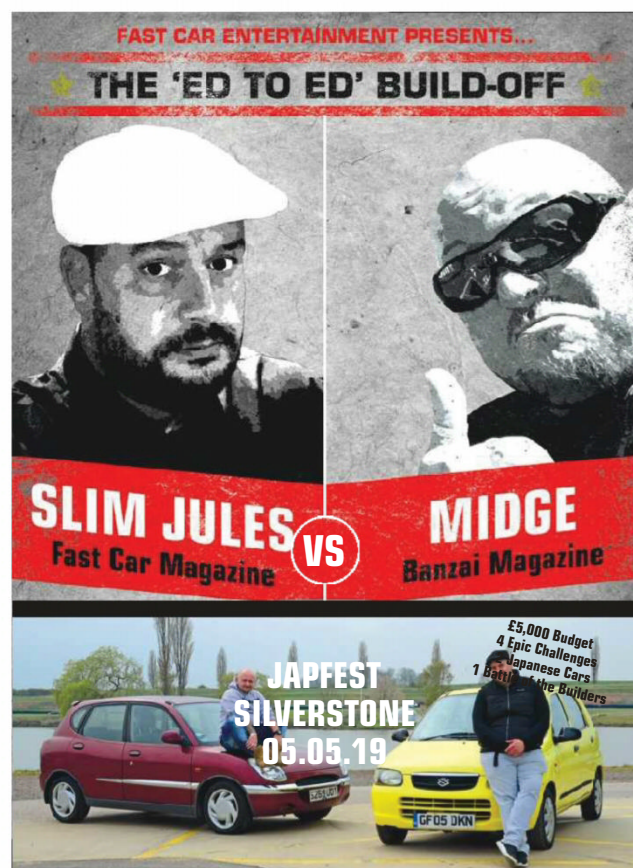
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### Challenge Four @ TRAX Silverstone

So, after six months, loads of miles and even more smiles, it all comes down to the last challenge that will be held at TRAX Silverstone. But what is it, I hear you cry? Well, this one is down to you as both cars are going head-to-head in the ultimate beauty contest: A Show and Shine battle.

### SPONSORS

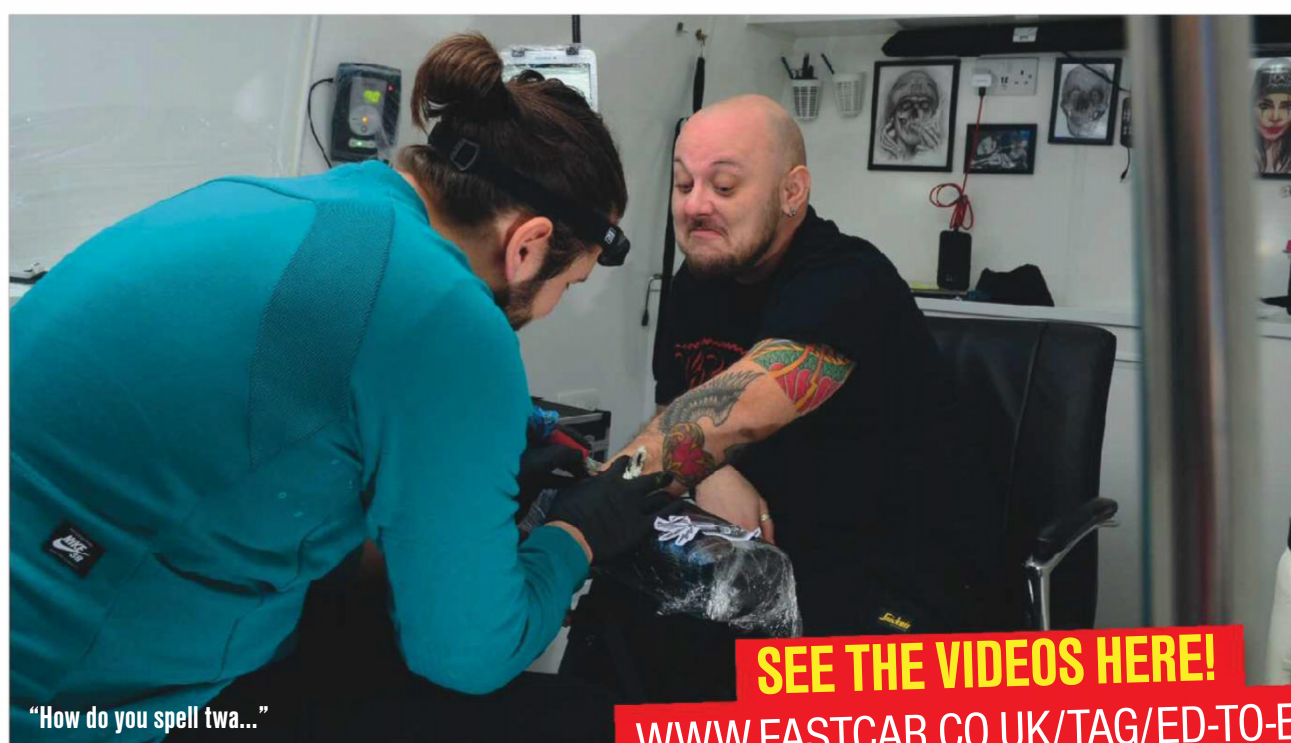
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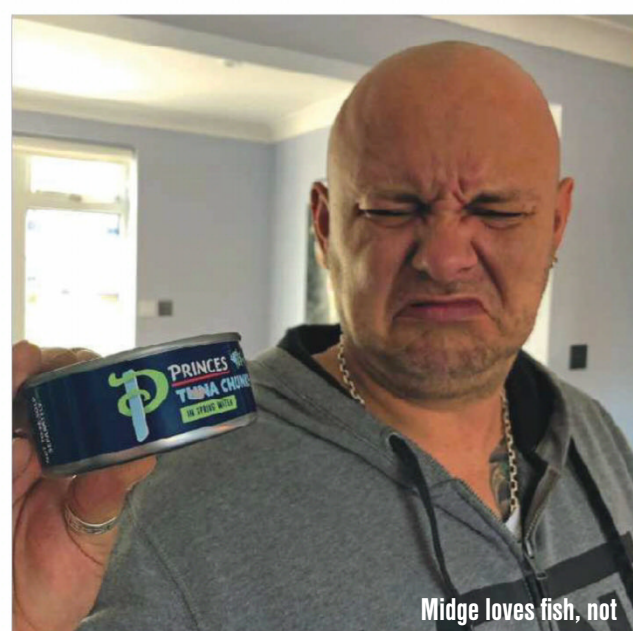
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# JULES' SUZUKI ALTO & MIDGE'S DAIHATSU SIRION

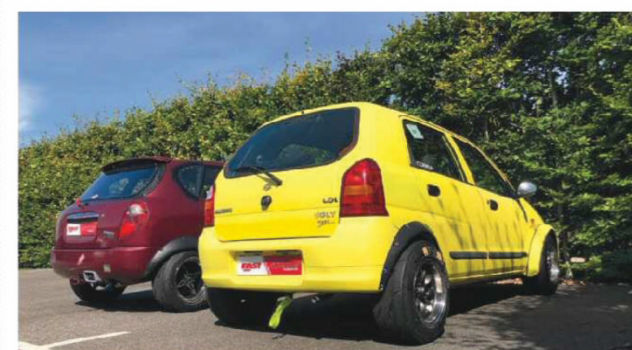
By this time next month the winner will be announced. Let's just hope it's a win for team Slim Jules and Fast Car...



**Unfortunately, we haven't got any update** pictures for you because even though TRAX is less than two weeks away (from writing this), Midge and Jules still haven't completed the final mods to get the cars ready for the Show and Shine battle. Yeah, we know, they're cutting it a bit fine right...

Plans are to have the cars wrapped but if all else fails, there's always matt black rattle cans; let's hope it doesn't come to that. But the more pressing issue is the forfeit that the loser will have to undertake. Jules has some pretty nasty plans for Midge if he's victorious: with the little fella's hate of fish, Jules is planning a seafood banquet. While

Midge has suggested that a permanent reminder in the form of a tattoo is his preferred punishment for Jules – yeah, nice! But what do you think the boys should do? We'd be interested in hearing your suggestions, so hit us up on Facebook.





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Words: Daniel Bevis Photography: Adrian Brannan

# Renaissance MAN

Michael Hübner has been racing and refining this RS2000 since the '80s. And in its updated spec, it's enjoying a most dramatic rebirth

**There's an old saying that goes 'Race cars never die, they just get faster'.** It's the nature of competition machines — they're built to be the best they can be within whatever set of regulations they're racing under, and over the years as the technology evolves, so does the machine. Inevitably racers get bashed and crunched, because the reality of driving on the edge at all times means that the risk of dipping over that edge is always a whisper away. Fortune has her whims, and some classic race cars somehow survive the generations largely unscathed while others limp through the decades like Trigger's broom; either way, every such machine has a rich and varied past.

The car you're looking at here had an interesting tale to tell right from the off, as it actually began life as two separate (and genuine) RS2000s. Michael Hübner, now 52 years old, bought this RS2000 shell back in 1986, and at the same time purchased another one with a rotten body but solid mechanicals; the plan from the start was to combine the good parts of the two into a road-legal race car and, with the help of two good friends, that's exactly what he did. "We originally painted it red, with white wheels," Michael recalls. "The shade of red was inspired by a BMW M3 from the DTM championship at the time, and from then on I changed things year by year to suit how I was driving it — the interior, the suspension, the wheel size — until the Escort turned into a true race car, and I started taking it to slalom races and track days."

Fast-forward to 1998, and Michael's competing in regional slalom championships in the RS2000, the car prepared to German Group F regulations with its standard-issue Pinto running around 180bhp. Man and machine had well and truly gelled over these many years, with the spec sheet constantly developing, and after the turn of the millennium the chassis came in for a significant overhaul which would alter its character exponentially.





## WILD CARD



### RESHAPE, REMODEL

"During the winter of 2002-2003 the car got four-link boxes and suspension turrets, and from this time I didn't use leaf springs on the rear axle," Michael recalls. "The Escort was then reworked to Group H regs, and I acquired a new engine with around 195bhp, on 48 IDF carbs, a home-made exhaust manifold and a five-speed gearbox." With the architecture suitably beefed up, Michael began competing in national slaloms across Germany, which all went very well until the engine decided it didn't want to play anymore in 2006.

"In the first race of that season I suffered a total engine breakdown," he recalls with a wince, still clearly pained by the experience. "The vernier pulley was cracked, and due to this a valve tore off and damaged the whole engine. This was the end of the season for me, and I started to build up a further RS2000 bodyshell that I'd bought in 2004. This was an interesting shell, because in its early years it was driven by Wilfried Eichen, Juergen Zanetti and Olaf Manthey at the 24-hour race at the Nürburgring in 1986."

With the old racer on the backburner, Michael threw all his efforts into this unusual endurance-racer shell, building it to Group H regs and painting it the same colour as the other car.

By the time it was done it was boasting 217bhp from its fuel-injected Pinto and only weighed 825kg! The build was complete by the end of 2009, and Michael competed with this car from 2010 onwards, until 2016 when he sold it to a buyer in England.

While all this was going on, the old race car had been

“By the time it was done it was boasting 217bhp from its fuel-injected Pinto and only weighed 825kg”



#### WHAT IS A DOG 'BOX?

Michael's RS2000, being a full-on race car, runs a dog 'box. But just what is that? Well, on a road car, your gearbox has synchromesh which evens out the differences in speed between gears — a cone-shaped collar on each gear acts like a clutch as the two gears move together, using friction to get them rotating at the same speed. The smaller dog teeth beside the main gear teeth then position the gears together. In a dog ring gearbox, you don't have the little cones, meaning that the driver has to work hard to match the speed when they shift, as well as shifting as quickly as possible so as not to damage the dog teeth. So what's the advantage? Simply, that you can change gear very quickly with a blip of the throttle and minimal clutch input — impractical on the road, but very handy in a race car!





waiting in the wings, biding its time, patiently awaiting its time to shine anew. Michael had been steadily working on restoring the RS2000's body, which began as an intention to simply weld up three or four holes which had presented themselves as requiring attention, but ended up spiralling into a full-blown restoration to make every inch perfect.

#### SUPERIOR QUALITY

"The car's new spec had to be superior to the old in all respects," he assures us, "so I knew it would need a new engine, new suspension, 10x15 inch wheels, a weld-in rollcage with FIA certificate... and it should have a new look too. I love a classic design, so I decided to paint it silver with gold BBS E30 wheels."

The decision on which engine to use was inspired by the race track — where else? "A few years ago I was at the Legend Boucle de Spa in Belgium as a spectator," Michael explains. "In that year approximately 40 BDA-engined Escorts were on the startline, some of them driven by well-known drivers like Björn Waldegård, François Duval, Patrick Snijers... Due to the amazing sound of the BDAs I decided to put a 16-valve engine into my 'new' Escort."

Due to competition regulations it was necessary to





## WILD CARD



## TECH SPEC: FORD ESCORT MK2

### STYLING

Escort RS2000, fibreglass front wings, Group 2 arches and front spoiler, lightweight bonnet with aerocatches, lightweight nosecone with small single lights and carbon fibre inserts, aero mirrors, alloy boot spoiler, bronze-tinted polycarbonate windows

### TUNING

2-litre Pinto, naturally-aspirated Cosworth 16-valve head prepared by Stefan Glass, dry-sumped, throttle bodies, Megasquirt ECU by Frank Hepekausen, Martelius exhaust manifold and custom home-made exhaust system with Powersprint components, alloy radiator, Quaife five-speed dog 'box, AP Racing 184 mm clutch, Atlas axle with 5.8 CWP and ZF LSD

### CHASSIS

KW Competition 2A two-way front coil-overs, adjustable TCAs and compression struts with anti-roll bar on drop links; six-linked, KW Competition two-way rear coil-overs; Wilwood Midilite four-pot calipers with 285 mm vented discs (f), Fiesta calipers with solid discs (r), Bias pedal box, hydraulic handbrake; 10x15 inch BBS E30 wheels, 10.0/21.5 (front) and 10.7/21.5 (rear) Avon slick tyres

### INTERIOR

Corbeau Revenge race seat, VDO gauges, Stack rev counter, OMP steering wheel with quick-release, weld-in Zelle multi-point rollcage by raceparts.cc, battery and 18-litre alloy race fuel cell in boot

### THANKS

"To my wife, and also to Stefan Glass, Frank Hepekausen at fh-Motorsport, Wolfgang Pletsch at Sebastian Werner GmbH, Stephan Korbach at [www.raceparts.cc](http://www.raceparts.cc), Tosten Schmidt at GRP4 Fabrications (00353 91763544, <http://grp4fabrications.com>), KW ([www.kwsuspensions.net](http://www.kwsuspensions.net)) and all others who have supported me with words and deeds"

➔ retain the Pinto block, so the choice was made to fit a naturally-aspirated Cosworth head, with a dry sump and throttle bodies. The engine was built up with a new crank, rods and pistons, along with custom cams and bigger valves in the racy head; its first dyno run of 2018 yielded an impressive 275bhp and 177lb.ft, which is a very fitting set of stats for such a dramatic rebirth.

"After the bodywork was done, all of the necessary holes were drilled and the rollcage was welded in," says Michael. "Wolfgang Pletsch from Sebastian Werner GmbH in Siegburg got the Escort for the paint job. Over the last two years I've assembled the car and in the middle of 2018 my new-old Escort was finished."

## WIDE BOY

It certainly looks the part, with those broad Group 2 arches stretched over the 10-inch-wide slicks, the custom droopsnoot nosecone acting as a statement of intent, and the upswept DTM exhausts and substantial rear spoiler presumably being the only parts most rivals will see. Michael's story with this car stretches way back to the time of Chernobyl, the M25's opening and Maradona's Hand of God, and it's seen countless evolutionary shifts since, but the latest spec is the most aggressive it's ever been. He's looking forward to a full slalom championship season to see what the old battler can do. See, race cars never die. They just get faster. ■





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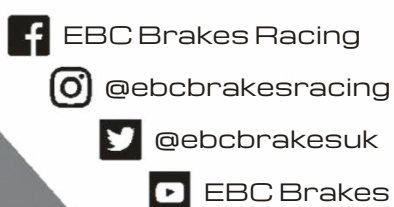
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## Quotes of the Month:



Jules: "Anyway, I'm off out."  
Midge: "Where, to burgle someone?"



Midge: "Is it wrong to be drinking WKD Blue at 4am?"  
Jules: "What are you? Fourteen?"



## Moonlighting

And there was us thinking that Midge has been going on holiday every 3-weeks to soak up the sun in mystical faraway lands. But, as it turns out, it looks like the little one has been moonlighting selling women's jewellery, antiques and various ceramic ornaments. Still, at least that degree in pottery has finally come in handy for something, better late than never.



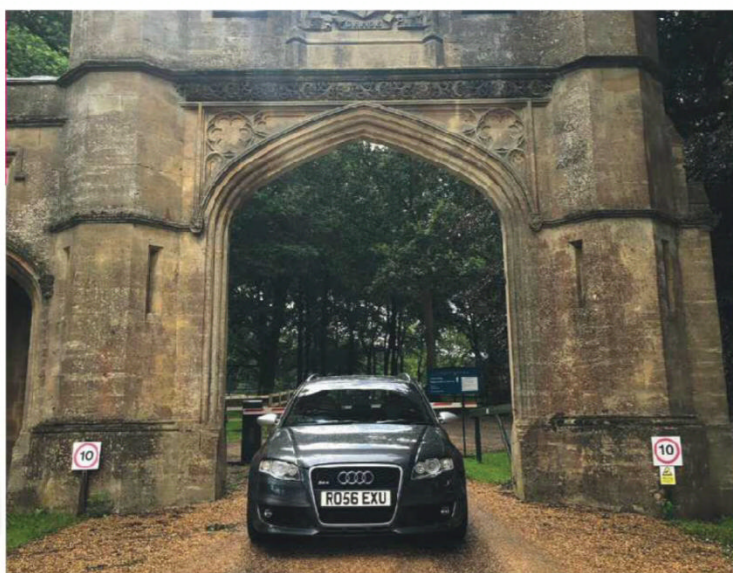
## Lost 'N' Found

How the hell do you lose a whole set of wheels? Well, our boys managed it because look what turned up the other day buried in Midge's Mum's garden. That's right, the race wheels from our old Time Attack 350Z... about 8 years after the feature! "I thought you got rid of those?" said Jules. "Yeah, so did I!" replied Midge. And this pair have the cheek to call G senile!



## Grammar Police

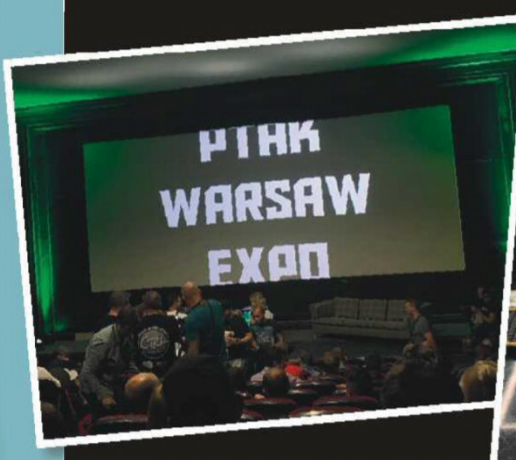
"I'm not eating that" may be a sentence that we don't hear uttered from Jules all that often, especially when it comes to snacks that seem to be marginally hotter than the surface of the sun. But it's nothing to do with the temperature here, more the grammar used on the packet. We mean two exclamation marks, in one sentence? It must be bad if the big man is willing to go hungry!! (Oops)



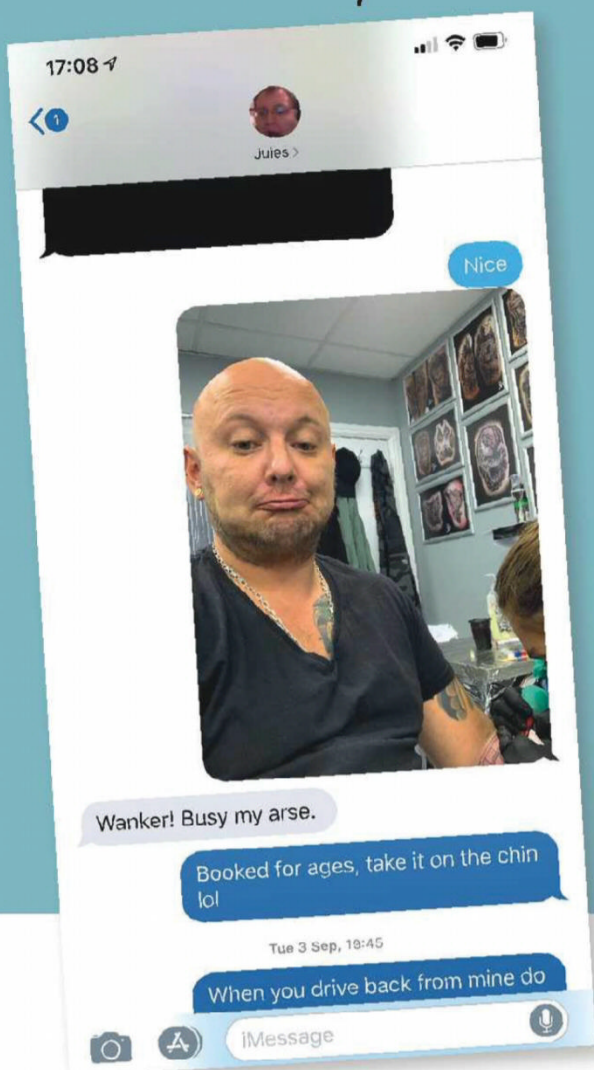
## Posh Gaff

When Glenn said he hasn't done much to his RS4 lately because he's been busy moving to his new west country pad, we thought it was all about not having time. Judging by this picture of his front gate though, we're starting to think it's more to do with not being able to afford the petrol to get to the garage. It's probably still cheaper than Midge's flat in Dartford mind.

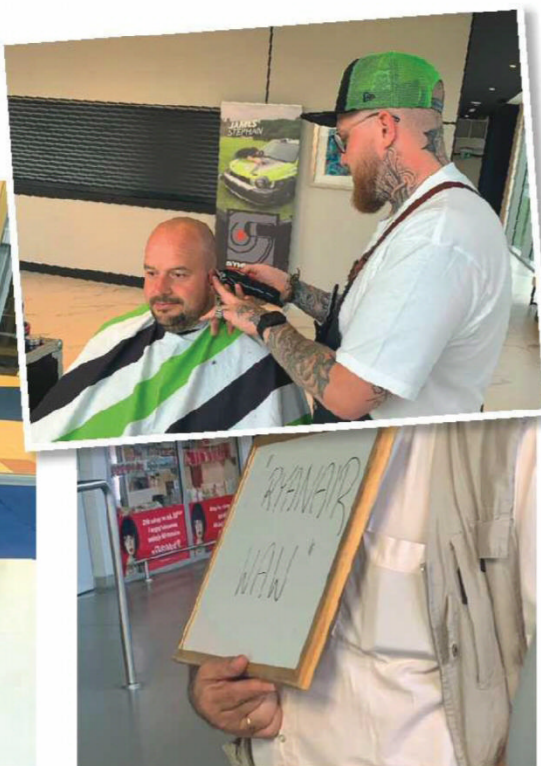
## THE FC PHONE GALLERY POLAND IN RANDOM PICTURES



Text of the Month  
Working from home, eh?  
Yeah right!







## We Came, Warsaw, We Conquered

Well, it's been at least a week since Jules and Midge got on a plane to jet off somewhere under the guise of working for a living. This time, as you've probably guessed from the Gymkhana Grid feature on pg.71, was Poland's chance to host the not-so-dynamic duo.

What you won't have seen is the juicy behind the scenes stuff, including gems like Jules nicking Chris Hoy's haircut booking, the little one telling a certain rally icon that "you're in my seat mate" and some random fella who thought 'Ryanair Warsaw' was the bloke he was meant to pick up!

There's a whole load more Polish shenanigans in a special gallery at the bottom of the page We bet the locals are counting the days until Brexit now!



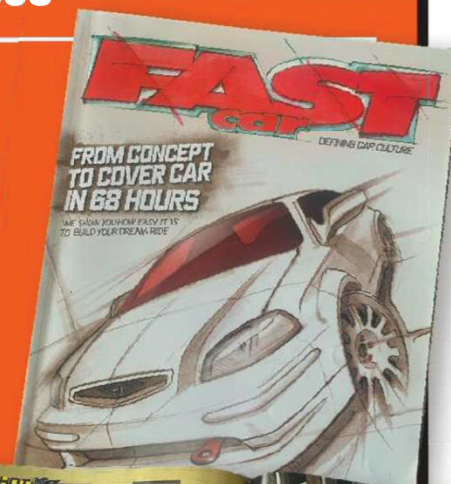
## Charity Baby

We've often said that our Midge has more old shit than anyone on the planet, but we're pleased to report that this month, he has slightly less stuff. In fact, it's quite the achievement when you need a whole wheelie bin from the local charity shop just to make a donation. You'd think this is all warm, fuzzy and charitable too... but, as a 20-odd-year chain smoker, we can't help thinking he's just trying to hedge his bets.

## BLAST FROM THE PAST ISSUE 283 – NOVEMBER 2009

10 years and 131 issues ago...

- We can't believe this was a whole decade ago – it seems like only yesterday that we built that cover Civic, from concept to fruition in less than three days.
- Porsche rims on a Polo? All ground-breaking stuff in the noughties. We remember Spot-On Jon's little VW fondly – still one of the all-time greats.
- USC 2009, they don't make shows like that anymore... which is probably a good thing – we'd all be dead.
- If you think this Mk1 Focus looks a little weird, you'd be right – it's the USDM model. That didn't stop California man Raffi getting 450bhp from the 2-litre though.
- We still love a Yaris here at FC, but Gary's little starry-eyed hatch was one of the first we ever featured.
- Modified Lupos are ten-a-penny nowadays, and rightly so because they all look awesome. Colin's is just one of the ones that may have started it all!
- Cardiff cruise, is there anything finer? We think not!
- A top old skool Ford here, much like in this very issue – talk about history repeating itself, eh?





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